NACOmatic

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NAME

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR ALBANY MUNI VOR/DME or GPS-A	BELLINGHA BELLINGHA
NA except for operators with approved weather reporting service.	NA when lo
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.	BIG PINEY MILEY MEM Category D
ASTORIA, OR ASTORIA RGNL	BILLINGS, BILLINGS L INTL
¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3. ³ Category C, 800-2¼; Category D, 900-3.	¹ Category ² Categories ³ Categories 900-3.
AURORA, OR AURORA STATELOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ²³ RNAV (GPS) Rwy 35 ²	BOISE, ID BOISE AIR FIELD)
¹ Category D, 800-2½. ² NA when local weather not available. ³ Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	,
BAKER, MT	¹ Category ² Category

ALTERNATE MINIMUMS

Categories A, B, 900-2%.	z, Category C, 900-272,
BAKER, MT	
BAKER MUNI	NDB Rwy 131
	NDB Rwy 31 ²
¹ Categories A,B, 1100-	2; Categories C,D,
1100-3.	
² Categories A,B, 1000-	2; Category C, 1000-234;

BAKER CITY, OR BAKER CITY MUNI RNAV (GPS) Rwy 13¹² VOR-A¹³

VOR/DME Rwy 13²⁴

¹NA when local weather not available. ²Category D. 900-2³/₄.

Category D, 1000-3.

³Categories A,B, 1900-2; Categories C,D,

1900-3.
⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS
BELLINGHAM, WA
BELLINGHAM INTLILS or LOC Rwy 16
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD VOR Rwy 31
Category D, 800-21/4.

BILLINGS, MT

BILLINGS LOGAN

INTLNDB Rwy 10L¹

RNAV (GPS) Rwy 10L²

RNAV (GPS) Rwy 28R³

¹Category D, 800-2½. ²Categories A,B,C,D, 800-2½. ³Categories A,B, 900-2; Categories C,D, 900-3.

ROISE	., ID
BOISE	AIR TERMINAL(GOWEN
FIELD')LOC BC Rwy 28L1

RNAV (GPS) Y Rwy 10R² RNAV (GPS) Y Rwy 28L² VOR/DME or TACAN Rwy 10L¹ VOR/DME or TACAN Rwy 28L¹

¹Category E, 900-3. ²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELDVOR Rwy 12 Category C, 800-21/4; Category D, 800-21/2.

BREMERTON, WA

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available.
¹Categories A,B, 1200-2; Categories C,D, 1200-3.





ALTERNATE MINS				
NAME ALTERNATE MINIMUMS BUFFALO, WY	NAME ALTERNATE MINIMUMS CHEYENNE, WY			
JOHNSON COUNTY RNAV (GPS) Rwy 311	CHEYENNE RGNL/JERRY OLSON			
VOR/DMÉ Rwy 31 ²	FIELDILS or LOC Rwy 271			
NA when local weather not available.	NDB Rwy 27 ¹			
¹ Category D, 800-21/4.	RNAV (GPS) Rwy 9 ²			
² Category C, 800-21/4; Category D, 800-21/2.	RNAV (GPS) Rwy 13 ²			
BUDIEV ID	RNAV (GPS) Rwy 31 ²			
BURLEY, ID BURLEY MUNIVOR-A	¹ NA when control tower closed. ² NA when local weather not available.			
VOR/DME-B	TVA WHEIT local weather flot available.			
NA when local weather not received.	CODY, WY			
THE WHOLL ISSUE WOULDS THE TOO STOOL	YELLOWSTONE			
BURLINGTON/MOUNT VERNON, WA	REGIONAL RNAV (GPS) Rwy 221			
SKAGIT RGNL NDB Rwy 101	VOR or GPS-A ²			
RNAV (GPS) Rwy 10	¹ Category C, 800-21/4; Category D, 200-23/4.			
RNAV (GPS) Rwy 28	² Category D, 900-3.			
NA when local weather not available.	COEUR DIALENE ID			
¹Categories A,B, 1300-2; Categories C,D,	COEUR D'ALENE, ID			
1300-3.	COEUR D'ALENE-PAPPY BOYINGTON FIELD ILS or LOC/DME Rwy 5			
BURNS, OR	NDB Rwy 5			
BURNS MUNIVOR Rwy 30	RNAV (GPS) Rwy 5			
Categories A, B, 1400-2; Categories C,D,	VOR Rwy 5			
1400-3.	VOR/DME Rwy 1			
	NA when local weather not available.			
BUTTE, MT				
BERT MOONEY ILS Y Rwy 151	CORVALLIS, OR			
LOC/DME Rwy 15 ²	CORVALLIS MUNIVOR-A			
RNAV (GPS) Y Rwy 153	Categories A,B,1200-2; Categories C,D,			
RNAV (GPS) Z Rwy 15,1200-2 VOR or GPS-B,1400-3	1200-3.			
VOR/DME or GPS-A,3000-3	DEER PARK, WA			
¹ Categories A, B, C, 1200-4.	DEER PARK RNAV (GPS) Rwy 34			
² Categories A.B., 1300-2; Categories C.D.	NA when local weather not available.			
1300-3.	TV WHOTH TOOL WOULD HOT AVAILABIO.			
³ Categories A,B, 1500-2; Categories C,D,	DILLON, MT			
1500-3.	DILLON VOR or GPS-A,1500-3			
	VOR/DME or GPS-B			
CALDWELL, ID	NA when Dillon altimeter setting not available.			
CALDWELL	DOUGLAG MAY			
INDUSTRIAL RNAV (GPS) Rwy 12	DOUGLAS, WY			
RNAV (GPS) Rwy 30 NA when local weather not available.	CONVERSE COUNTY			
NA when local weather not available.	1100-3. DME standard.			
CASPER, WY	1100-3. DIVIL Standard.			
CASPER/NATRONA	EASTSOUND, WA			
COUNTY INTLILS or LOC Rwy 3	ORCAS ISLAND RNAV (GPS)-A			
ILS, Categories A,B, 800-2; Category C 800-	Categories A, B, 1100-2.			
2½; Category D, 800-2¾; Category E, 900-3.	NA when local weather not available.			
LOC Catagory C 800 31/2 Catagory D 800				

LOC, Category C, 800-21/2; Category D, 800-

23/4; Category E, 900-3.

ELLENSBURG, WA BOWERS FIELD RNAV (GPS) Rwy 251

RNAV (GPS) Rwy 29 VOR-B²

NA when local weather not available. ¹Category D, 800-21/4.

²Category A, 1500-2.



⁵Category C, 800-21/4; Category D, 1000-3.

GLASGOW INTLVOR Rwy 12 Categories A,B, 900-2; Categories C,D, 900-3.

GLASGOW, MT WOKAL FIELD/

VOR/DME standard.



ALIERNATE WINS	4
NAME ALTERNATE MINIMUMS EPHRATA, WA EPHRATA MUNIRNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR/DME Rwy 3 VOR Rwy 21 NA when local weather not available.	NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾ GOODING, ID GOODING MUNI
Category D, 1300-3.	RNAV (GPS) Rwy 25 NA when local weather not available.
EUGENE, OR MAHLON-SWEET FIELDILS or LOC/DME Z Rwy 16R¹ ILS or LOC Y Rwy 16R¹ ILS or LOC/DME Rwy 16L¹² RNAV (GPS) Rwy 3AR² VOR or GPS-A³ ¹NA when control tower closed. ²NA when local weather not available. ³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	GRAY AAF (KGRF) FORT LEWIS, WA
EVANSTON, WY EVANSTON-UINTA COUNTY BURNS FIELDILS or LOC/DME Rwy 23 Categories C,D, 700-2.	GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
EVERETT, WA SNOHOMISH COUNTY(PAINE FIELD)	HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.
FORT BENTON, MT FORT BENTON	HAVRE, MT HAVRE CITY-COUNTYVOR Rwy 26 Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
GILLETTE, WY GILLETTE-CAMPBELL COUNTY	

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ALTERNATE MINS



NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712

LOC/DME BC-C13

NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwy 236 RNAV (GPS) X Rwy 275

RNAV (RNP) Z Rwv 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A8 VOR/DME-B6 ¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2. ⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3.

⁷NA when local weather not available. ⁸Categories A, B, 2900-2; Categories C, D,

2900-3. 91000-4.

HOQUIAM, WA BOWERMAN RNAV (GPS) Rwy 241

VOR/DME Rwy 242 VOR Rwy 61 ¹Category D, 800-21/4.

Category D, 900-3. **IDAHO FALLS. ID**

IDAHO FALLS RGNL ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Rwy 203

VOR Rwy 20³ ¹ILS, Category E, 700-21/2. LOC, Category E, 800-21/2

²Categories A,B, 900-2; Category C, 900-2³/₄;

²Category E, 800-2½. ³NA when local weather not available.

JACKSON, WY JACKSON HOLE RNAV (GPS) X Rwy 11

1200-3.

1400-3.

RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4

VOR/DME Rwy 12

VOR/DME Rwv 193 ¹Categories A,B, 1200-2; Categories C,D,

²Categories A,B,1000-2; Categories C,D, ³Categories A,B,1400-2; Categories C,D,

NAME ALTERNATE MINIMUMS JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwv 271

VOR/DME-A NA when local weather not available.

RNAV (RNP) Y Rwy 22

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR GRANT COUNTY RGNL/

OGILVIE FIELD RNAV (GPS) Y Rwy 9

Category B, 900-2; Category C, 900-21/2.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 21

RNAV (RNP) Rwy 20, 800-21/22

¹Categories C, D, 700-2. ²NA when local weather not available.

KLAMATH FALLS. OR

KLAMATH FALLSILS or LOC Rwy 321

RNAV (GPS) Rwy 142 VOR/DME or TACAN Rwy 143 VOR/DME or TACAN Rwy 324 VOR or GPS-B,2100-3

¹Categories A,B, 900-2; Category C, 900-23/4; Category D, 1000-3. LOC, DME required. ²Categories A,B, 900-2; Category C, 900-2³/₄; Category D, 1000-3.

3Categories C,D, 1000-3; Category E, NA. ⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A

Categories A.B. 900-2: Category C. 900-21/2:

Category D, 900-234.

LEWISTON. ID

LEWISTON-NEZ PERCE COUNTYILS Rwy 2612

RNAV (GPS) Rwy 123 RNAV (GPS) Rwy 263 VOR Rwy 84 VOR Rwv 263 ¹ILS, Category D, 800-21/4.

RNAV (GPS) Rwy 83

²NA when control tower closed. 3Category D, 800-21/4.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7 VOR Rwy 7

Category D, 800-21/4.

NAME

ALTERNATE MINS

NAME ALTERNATE MINIMUMS LIVINGSTON. MT MISSION FIELD VOR/DME-B1

VOR-A² ¹Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22

RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR/DME-B

NA when local weather not available. Category D 800-21/4.

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwv 1412

RNAV (GPS) Rwy 144 VOR-A5 VOR/DME-C3 VOR/DME Rwy 145

LOC/DME BC-B²³ RNAV (GPS)-D3

¹ILS, Categories A, B, C, 700-2; Category D, 900-21/2. LOC, Category D, 900-21/2. ²NA when control tower closed

3Categories A, B, 2300-2; Categories C, D,

⁴Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D

MISSOULA, MT MISSOULA INTLILS Rwy 111

1400-3.

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RNAV (GPS) Y Rwy 1123 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME or GPS-A,2000-3 VOR/DME or GPS-B,2000-3

¹ILS. 1600-6. LOC.NA. ²NA when local weather not available.

3Categories A, B, 1900-2; Categories C, D,

1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1

NDB Rwy 32R² RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1

RNAV (GPS) Rwy 221 VOR Rwy 4² VOR -1 Rwy 14L² VOR -3 Rwy 14L²

VOR Rwy 22²

NEWCASTLE. WY

MONDELL FIELD VOR or GPS Rwy 31 NA except for operators with approved weather reporting service. Categories A,B, 900-2; Categories C,D, 900-3.

ALTERNATE MINIMUMS

VOR or GPS-A³

VOR-A²³

NORTH BEND, OR

SOUTHWEST OREGON

RGNLILS or LOC Rwy 41

NDB or GPS Rwy 42 VOR/DME or GPS-B4

VOR/DME Rwy 44 ¹ILS, Categories A,B, 800-2; Category C, 900-21/4, Category D,1000-3. LOC, Category C, 900-21/4, Category D,1000-3. ²Category C, 900-21/4; Category D, 1000-3.

3Categories A,B, 1100-2; Categories C,D, ⁴Categories C,D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG RNAV (GPS) Rwy 7

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ILS or LOC Rwy 1712 RNAV (GPS) Rwy 172 RNAV (GPS) Rwy 352

VOR/DME Rwy 35² ¹ILS, Categories C, D, 700-2.

²NA when local weather not available. 3Category D, 800-21/4.

ONTARIO, OR

ONTARIO MUNI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

PASCO, WA

TRI-CITIESILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R

> VOR Rwy 21R3 VOR/DME Rwy 30

RNAV (GPS) Rwy 30

NA when local weather not available. ¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. 3Category D, 800-21/4.

VOR Rwy 32R² ¹NA when local weather not available.



ALTERNATE MINS



VOR-A 9

NAME ALTERNATE MINIMUMS
PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ILS or LOC/DME Rwy 25¹
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.

NA when local weather not available. ¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELDNDB-A¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.
²Category D, 800-2½.

POCATELLO. ID

POCATELLO RGNL......ILS or LOC Rwy 211 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTLILS or LOC Rwy 8

RNAV (GPS) Rwy 81 RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

VOR Rwy 28R⁵

ILS, Category A, 700-2; Categories B,C, 8002; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-

2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3.

LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5. ⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹ RNAV (GPS) Rwy 12²

¹Categories A,B, 1000-2;Category C, 1000-2³/₄; Category D, 1000-3.

²NA when local weather not available.

PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI RNAV (GPS) Rwy 5,800-21/4

RAWLINS, WY

RAWLINS MUNI/

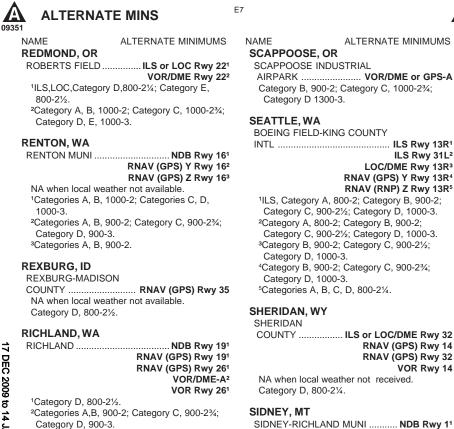
HARVEY FIELD NDB or GPS-A¹ VOR or GPS Rwy 22,1000-3²

¹Category D, 1000-3.

Category D, 1000-5.

²NA when Rawlins FSS closed.





ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER COUNTY VOR-B Category D, 800-21/4.

ROSEBURG, OR ROSEBURG RGNL.....RNAV (GPS)-B

NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 3112 LOC/DME Rwy 313 RNAV (GPS) Rwy 3113

¹NA when local weather not available. ²ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

COUNTY ILS or LOC/DME Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NDB Rwy 19² ¹Category D, 800-21/4.

²Categories C,D, 800-2½.

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R1 RNAV (GPS)-A2 RNAV (GPS) Rwy 3L²

VOR Rwy 3L3

¹Categories A,B, 1000-2;Category C, 1000-

²Categories A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

3Categories A,B, 1000-2; Categories C.D. 1000-3

SPOKANE INTLILS or LOC Rwy 31 ILS or LOC/DME Rwy 211 VOR Rwv 3²

¹ILS, Category D, 700-2. ²Category E, 800-21/2.





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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE	MINIMUMS		
TACOMA, WA TACOMA NARROWSILS Rwy 17 ¹ NDB Rwy 35 ¹ RNAV (GPS) Rwy 17 ¹² RNAV (GPS) Rwy 35 ²³		WENATCHEE, WA PANGBORN MEMORIALILS Y Rwy 12, 130 VOR/DME				
¹ NA when control ² Category D, 800- ³ NA when local we		¹ NA when local weather not available. ² Categories A, B, 1500-2; Categories C, D, 1500-3. ³ Categories A, B, 2000-2; Categories C, D, 2000-3.				
THE DALLES, OF COLUMBIA GEOR	GE RGNL/					
	II RNAV (GPS)-A 100-2; Category C, 1100-3; -3.					
NA when local we ¹ILS, Category D, LOC, Category E	ILS or LOC Rwy 25¹ NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 7 VOR Rwy 7² ather not available. 700-2; Category E, 900-3.	WORLAND, WORLAND N Categories O YAKIMA, WA YAKIMA AIR	MUNI	≀ or GPS Rwy		
	MA GNLILS or LOC Rwy 20¹ NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 2²² RNAV (GPS) Rwy 16² RNAV (GPS) Rwy 20² VOR/DME Rwy 2² ries A,B, 1100-2; Categories	² ILS, Catego 700-2¼; Category Category C	NAV VOR/DME or control tower closed ories A, B, 600-21/4, 700-2; Category	(GPS) Z Rwy 2 TACAN Rwy 2 VOR-7 I. ; Category C, D, 800-21/4		

C, D, 1100-3.

²Category D, 800-21/2.

³NA when local weather not available.

0-4 -C12 -**A**3

16

⁵Category C, 800-21/2; Category D, 800-23/4.

⁶Categories A, B, 1100-2; Categories C, D, 1100-3.

⁷Category C, 800-21/4; Category D, 800-21/2.



INSTRUMENT APPROACH PROCEDURE CHARTS IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are

minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS TAKE-OFF MINIMUMS NAME

AFTON, WY

AFTON MUNI DEPARTURE PROCEDURE: Rwv 16. Use LUNDI

without ATC clearance to ensure obstacle clearance

DEPARTURE. Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI DEPARTURE PROCEDURE: Rwv 16, turn right.

Rwv 34, turn left, All aircraft climb direct CVO VOR/

DME and continue climb in CVO VOR/DME holding pattern. (E. right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: Rwv 4, std. w/min, climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 16, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions, Rwv 22, NAobstacles. Rwy 34, std. w/min. climb of 369' per NM to

9100, or 2800-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 4, 34, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual

conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME. continue climb-in-hold to 10200 (north, left turn, 166° inbound).

BOWMAN FIELD(CON'T)

climb-in-hold to 10200 (north, left turn, 166° inbound), or

for climb in visual conditions, cross Bowman Field

Rwv 16. climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue

Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north. leftturn, 166° inbound). NOTE: Rwy 16, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159'MSL. Rwy 34, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC) AMDT 1 08157 (FAA) TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

9351



ARLINGTON, WA ARI INGTON MUNI

TAKE-OFF MINIMUMS: Rwv 11, 600-2 or std. with a

min_climb of 350' per NM to 700_Rwv 34, 500-2 or std. with a min_climb of 260' per NM to 700 DEPARTURE PROCEDURE: Rwv 11. turn right

Rwv 16. climb direct to WATON LOM, Rwvs 29.34. turn left All aircraft climb direct to WATON I OM Aircraft bearings 260° CW 340° from WATON LOM continue climb on course, Aircraft departing WATON LOM on

departing WATON LOMon bearings 150° CW 200° and bearings 340° CW 150° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR ASTORIA RGNL

TAKE-OFF MINIMUMS: Rwv 8, 800-3 or std, with a min.

climb of 320' per NM to 900. Rwy 13, 700-2 or std. with a min_climb of 350' per NM to 800 DEPARTURE PROCEDURE: Rwvs 8.31, turn left.

Rwv 13, climb runway heading to 800 then climbing right turn Rwy 26 turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via ASTR-290 then left turn to AST VOR/DME and continue climbing

AUBURN. WA AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE

AURORA. OR

AURORA STATE

DEPARTURE PROCEDURE: Rwv 17. turn right. thence... Rwv 35. turn left, thence...

... Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwv 17, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL, Rwv 35, multiple trees

and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: Rwy 13,51' derrick 2200' from departure end of

runway on centerline, 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline, 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY.OR BAKER CITY MUNI

BELLINGHAM. WA

BELLINGHAMINTI

direction of flight.

MSL.

BEND.OR

BEND MUNI (BDN)

DEPARTURE.

MILEY MEMORIAL FIELD

BIG PINEY. WY

AMDT 4 09183 (FAA)

1050' per min. at 200K, 1313' per min. at 250K).

climb of 315' per NM to 6000, (788' per min, at 150K.

TAKE-OFF MINIMUMS: Rwv 8, 900-2 or std, with a min.

1292' per min. at 250K), Rwy 17, NA, Rwy 31, 1300-2 or

std, with a min, climb of 240' per NM to 6000 (600' per

min at 150K 800' permin at 200K 1000' permin at

250K). Rwv 35. CAT C.D 1000-2; or std. with a min.

climb of 240' per NM to 6000 (600' per min, at 150K.

Rwys 26.31.35, turn right All aircraft climb direct BKE

(SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

800' permin, at 200K, 1000' permin, at 250K).

DEPARTURE PROCEDURE: Rwvs 8.13, turn left.

VOR/DME, Continue climb in BKE holding pattern

DEPARTURE PROCEDURE: Rwv 16, climb heading

VORTAC. Do not exceed 210 KIAS until established

northbound, Rwy 34, climb heading 340° to 600, then

VORTAC, continue climb in holding pattern (northwest.

NOTE: Rwv 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL.

climbing left turn to intercept HUH R-145 to HUH

right turn, 149° inbound) to MEA as appropriate for

Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL.

Multiple trees beginning 1128' from departure end of

Rwv 34. lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL.

multiple trees beginning 1372' from departure end of

runway, 619' right of centerline, up to 134' AGL/246'

DEPARTURE PROCEDURE: Use BEND

TAKE-OFF MINIMUMS: Rwys 8,26, NA.

thence all aircraft climb on course.

DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via

BPI R-124. Rwv 31. climb to 10800 via BPI R-320

runway, 57' left of centerline, up to 104' AGL/249' MSL.

160° to 600, then climbing right turn direct HUH

9351



BILLINGS, MT BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 10R, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 10L, Climb heading 098° to 4600 before turning right NOTE: Rwv 10L. fence 466' from departure end of

runway, 535' right of centerline, 11' AGL/3511' MSL. cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL. ground beginning 21' from departure end of runway, 499'

right of centerline, 0' AGL/3505' MSL, Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline 11'AGL/3672'MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/

BLACKFOOT.ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: Rwy 1, climb to 7000 (or higher assigned altitude) direct IDA VOR/DMF before proceeding on course. Rwy 19, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE ID

BOISE AIR TERMINAL (GOWEN FIFLD)

DEPARTURE PROCEDURE: Rwvs 28L.28R, turn left Rwys 10L,10R, turn right. Climb on BOI R-214 within 20 NM to cross BOLVORTAC at or above MEA/MCA for direction of flight

BOZEMAN.MT

GALLATIN FIFLD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwvs 12.30. use BOZEMAN DEPARTURE.

BREMERTON.WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 300-1 or std. w/min.

climb of 410' per NM to 700. DEPARTURE PROCEDURE: Rwv 1. Climbing right turn to 6000 direct CAN NDB, Thence... Rwy 19, Climb

to 6000 direct CAN NDB, thence... ...Continue climb-in-hold (S, LT, 013° inbound) to 6000

before proceeding on course. NOTES: Rwv 1. Multiple bushes 380' from departure end

of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALOWY IOHNSON COLINTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13.31, 2400-2 or std, with a min, climb of 300' per

NM to 7500. Southhound aircraft: Rwv 31, 400-2 or std. with a min climb of 300' per NM to 6000

DEPARTURE PROCEDURE: Northbound aircraft: Rwv 13. turn left, Rwv 31. climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC

Southbound aircraft: Rwv 13, climb straight ahead. Rwv 31. turn right. All aircraft proceed via CZI R-319 to

CZI VOR/DME.

BURLEY.ID BURLEY MUNI

TAKE-OFF MINIMUMS: All runways, cross departure

end of runway at or above 35' AGL DEPARTURE PROCEDURE: All runways, climb direct

BURLEY (BYI) VOR/DME, Continue climb on R-305 within 10 miles to cross BYLVOR/DMF: R-024 CW R-054 at or above 5500: R-055 CW R-240 at or above 8000: R-241 CW R-023 at or above 5900.

NOTE: Rwv 2. bridge 252' from departure end of runway. 513' left of centerline, 110' AGL/4195' MSL, Stack 2205' from departure end of runway, 857' right of centerline. 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. Rwv 20. antenna 523' from departure end of runway, 338' right of centerline, 43' AGL/4217' MSL, Rwv 24, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL, Grain elevator 3106' from departure end of runway, 163' left of centerline. 137' AGI /4317' MSI

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNI (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min, climb of 340' per NM to 3600, Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22. 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwvs 4.10.22, turn right heading 280°. Rwy 28, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwv 4, tree 2581' from departure end of runway. 426' left of centerline, 100' AGL/212' MSL, Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.



BURNS OR

BURNS MUNI

DEPARTURE PROCEDURE: Rwv 3, climbing right turn thence Rwv12 climbto 4600 via heading 117°

thence... Rwys 21.30, climbing left turn, thence...

All aircraft departing on ILR R-072 CWR-209 climb on course, All others climb on ILR R-123 within 10 NM

to cross ILR VOR/DMF at or above 5000 NOTE: Rwy 21, pole 820' from departure end of runway 357' left of centerline, 20' AGL/4169' MSL.

BUTTE. MT BERT MOONEY

TAKE-OFF MINIMUMS: Rwv 11 NA-obstacles Rwv 15. std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions Rwy 29, std. w/min.climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions, Rwv 33, std, w/min, clim b of 355' per NM to

6800 or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 15, climbing right turn direct CPN VOR/DMF or for climb in visual conditions: Cross Bert Mooney Airport westbound at or

above 8800 then proceed direct CPN VOR/DME. thence Rwy 29, climb heading 293° to intercent CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME. thence... Rwv 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport

...climb in CPN VOR/DME holding pattern (hold north. left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute NOTE: Rwv 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to

westbound at or above 8800 then proceed direct CPN

100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from

departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from

departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/

CALDWELL. ID CALDWELL INDUSTRIAL

5583'MSL.

VOR/DME.thence...

TAKE-OFF MINIMUMS: Rwv 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb

via heading 299° to 4400 before proceeding on course. NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER WY CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwvs 3.8.12. turn left. All other runways, turn right, All aircraft climb direct

DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS. WA CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: Rwv 16, climb to 1000 via

heading 160° then climbing left turn to 4000 via heading 001° and OLMR-151 to OLM VORTAC before proceeding on course. Rwy 34, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD NOTE: Rwv 13, multiple trees beginning 74' from

of centerline, up to 69' AGL/6229' MSL.

departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL, Rwv 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/

6211'MSL, Rwv 31, multiple trees, road, fence and sign

centerline, up to 40' AGL/6238' MSL. Multiple poles and

sign beginning 407' from departure end of runway, 8' left

beginning 196' from departure end of runway, 76' left of

CODY, WY

YELLOWSTONE RGNI

TAKE-OFF MINIMUMS: Rwy 4, 1500-2 or std. with a min. climb of 250' per NM to 6800. Rwy 22, 1600-2 or

std, with a min, climb of 340' per NM to 6200. DEPARTURE PROCEDURE: Rwys 4,22, turn left. All aircraft climb direct COD VOR/DME, Climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above: COD

R-350 CW R-170, 6000; or R-171 CW R-349, 11800.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FLD

TAKE-OFF MINIMUMS: Rwv 5, CAT A.B. 1700-2 or std. with a min, climb of 230' per NM to 4000, CAT C.D. 2600-2 or std. with a min. climb of 320' per NM to 5400. DEPARTURE PROCEDURE: Rwys 1,5, turn left, climb

via COE R-005 to 5400, reverse course, continue climb direct COE VOR. Rwy 19, turn right. Rwy 23, turn left, climb via COE R-232 to 5000, reverse course, continue climb direct COE VOR.

COLSTRIP, MT

COLSTRIP (M46) AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV) DEPARTURE. Rwy 24, use CONUK (RNAV) DEPARTURE

9351



CONRAD, MT CONRAD

DEPARTURE PROCEDURE: Rwv 24, climb runwav

heading to 4300, then continue climb on course CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, std. with a min.

climb of 290' per NM to 3100 or 1700-3 for climb in

DEPARTURE PROCEDURE: Rwys 9, 17, climbing left

inbound) to depart at or above 3400

VOR/DME at or above 3400

visual conditions. Rwv 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

...climb in CVO VOR/DME holding pattern (E. RT. 261°

NOTE: Rwv 9, multiple trees and railroad beginning 549'

from departure end of runway, 254' left of centerline, up

beginning 670' from departure end of runway, 5' right of

obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure

to 153' AGL/383' MSL. Multiple trees and railroad

centerline, up to 135' AGL/380' MSL, Rwv 27.

turn direct CVO VOR/DME, thence...or, climb in visual

conditions to cross CVO VOR/DMF at or above 3400

Rwys 27, 35, climbing right turn direct CVO VOR/DME.

thence or climb in visual conditions to cross CVO

others continue climb in IIP VOR/DMF holding pattern

(NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600: R-200 CW R-252 0000

DOUGLAS, WY

CONVERSE COUNTY

NOTE: Rwv 5, trees 1883' from departure end of runway,

549' right of centerline, 35' AGL/5014' MSL, Trees

3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35'

DRIGGS-REED MEMORIAL (DIJ)

DEPARTURE PROCEDURE: Use LAMON

AGL/5132 MSL. Rwy 23, trees 2068 from departure end of runway, 1008' left of centerline, 35' AGL/4994'

MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

TAKE-OFF MINIMUMS: Rwv 5. 300-2 or std. with a min.

climb of 250' per NM to 5200. Rwy 23, 1700-3 or std.

via IIP VOR/DME R-342 to IIP VOR/DME, Rwv 11.

IIP VOR/DME R-325 to IIP VOR/DME. All aircraft

departing IIP R-253 CW R-180 climb on course. All

VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME

R-264 to IIP VOR/DME. Rwy 29, climbing right turn via

climbing right turn via IIP VOR/DME R-312 to IIP

with a min. climb of 260' per NM to 7200. DEPARTURE PROCEDURE: Rwv 5. climbing right turn

end of runway, 544' left of centerline up to 36' AGL/276'

COWLEY/LOVELL/BYRON.WY NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwvs 9.27. aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern

(W. right turns, 078° inbound) to cross HCY NDB at or above 9000. DEER PARK. WA

DEER PARK

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a

min. climb of 360' per NM to 5600. DEPARTURE PROCEDURE: Rwv 16. climb runwav

heading; Rwy 22, climbing left turn to heading 130°; Rwvs 4.34, climbing right turn to heading 210°:

All aircraft intercept and continue climb via the 170° bearing from DPY NDB to intercept GEG R-006 to GEG VORTAC.

DILLON. MT DILLON

TAKE-OFF MINIMUMS: Rwvs 3.21. NA.

DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns,

185° inbound) to cross DLN VOR/DME at or above: northwestbound V257 8500; southwestbound V121 8500; northbound V217600; southeastbound V21, V2579400.

EASTSOUND. WA

ORCAS ISLAND (ORS) AMDT 1 09351 (FAA)

DRIGGS.ID

AMDT 2 08157 (FAA)

DEPARTURE

TAKE-OFF MINIMUMS: Rwy 16, NA-Terrain. Rwy 34,

500-3 or std, w/min, climb of 224' per NM to 600.

DEPARTURE PROCEDURE: Rwv 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH

VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800

before proceeding on course. NOTE: Rwv 34, trees beginning 330' from DER, 411' left of centerline, up to 120' AGL/139' MSL.

ELLENSBURG.WA

BOWERS FIELD

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or

std. with a min. climb of 340' per NM to 7800. Rwy 29.

4600-3 or std. with a min. climb of 320' per NM to 7800. DEPARTURE PROCEDURE: Rwvs 7.29. climbing right turn direct ELN VORTAC. Rwys 11, 25, climbing left

climbing in the ELN VORTAC holding pattern (W. right turns, 087° inbound) to MEA/MOCA for route of flight. EPHRATA. WA

EPHRATA MUNI (EPH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 29. NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading

027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

turn direct ELN VORTAC. All aircraft, continue



EUGENE.OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: Rwys16L,16R,climb to 1000 then climbing right turn... Rwys 34L, 34R, climb to 1000 then climbing left turn

...all aircraft climb direct EUG VORTAC, then climb in

FUG VORTAC holding pattern (hold north, right turn) 175° inbound) to cross EUG VORTAC at or above MEA

altitude before proceeding enroute.

NOTE: Rwv 16R, tree 1992' from departure end of

runway, 832' left of centerline, 50' AGL/419' MSL, Rwy 16L, multiple trees and power poles beginning 872' from

AGL/437' MSL, multiple trees and power poles

departure end of runway, 35' right of centerline, up to 50' beginning 890' from departure end of runway 77' left of

centerline, up to 50' AGL/433' MSL, Rwv 34R, multiple

trees beginning 2869' from departure end of runway. 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline 50' AGI /428' MSI

EVANSTON.WY EVANSTON-UINTA COUNTY BURNS FIELD

direction of flight.

DEPARTURE PROCEDURE: Rwv 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME. All aircraft: cross FBR VOR/DME at or above MEA for

EVERETT.WA

SNOHOMISH COUNTY (PAINE FIELD) TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of

353' per NM to 800.

DEPARTURE PROCEDURE: Rwvs 11, 16L/R, climbing right turn, thence...Rwvs 29.34L/R, climbing left turn.

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding

pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course. NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from

departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building of centerline, up to 78' AGL/657' MSL. Rwy 16R,

beginning 449' from departure end of runway, 162' right multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL.

Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline. up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole

beginning 3340' from departure end of runway, 180' right

of centerline, up to 95' AGL/674' MSL. Tree 5762' from

departure end of runway, 221' left of centerline, 103'

FAIRCHILD AFB (KSKA) SPOKANE. WA ORIG, 08017

DEPARTURE PROCEDURES: Rwy 5 climb on track 048° to intercept SKA R-045 to 5300, then on

course Rwy 23 climb on track 241° to 3400 then TAKE-OFF OBSTACLES: Rwv 23 Terrain 2468

MSI 194' from DER 405' right of centerline Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL 509' from DER 750' right of centerline FORT BENTON, MT

FORT BENTON

TAKF-OFF MINIMUMS: Rwvs 5.23, std. w/min. climb

of 274' per NM to 8900 or 5100-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above

8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct

FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course: FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34,500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwv 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of

275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200

DEPARTURE PROCEDURE: Rwv 16. climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on

course. Rwy 21, climb via heading 206° to 5200, before proceeding on course. NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL, Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right

MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL Vehicle on road 1609' from DER, 419' left of centerline. 15' AGL/4394 'MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 'MSL, Vehicle on road 1610'

from DER, 419' left of centerline, 15' AGL/4380' MSL

of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence

328' from DER, 267' left of centerline, 7' AGL/4352'

9351

AGL/682'MSL.



GOODING ID GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 7, climb heading

068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right

NOTE: Rwv 7, rising terrain 59' from departure end of runway 479' right of centerline up to 3754' MSI. Fence

line 653' from departure end of runway, 332' right of

centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL, Rwy 25, vehicle on

road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE. ID

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles.

DEPARTURE PROCEDURE: Rwv 25, Use MELLR DEPARTURE

GRANTS PASS, OR **GRANTS PASS**

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000. DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct

RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS. WA

.. Rwy 15, 300-1*

Rwv 33, 300-1** * Or standard with minimum climb of 430/NM to 500. ** Or standard with minimum climb of 380/NM to 600.

Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. Rwy 33 climb runway heading direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course.

All others continue climb in GR holding pattern (Hold NW. RT. 147° inbound) to cross GR LOM at or above: 071° CW 134° bearing from GR LOM, 8500; 261° CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: Rwy7, obstruction light on lighted wind sock 237 from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226 from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. Rwy 21, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197'

right of centerline, 338' AGL/4003' MSL.

GREYBULL.WY SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwv 25. 300-1 or std. w/min. climb of 260' per NM to 4200

DEPARTURE PROCEDURE: All runways for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb

NOTE: Rwv 25, bush 4955' from DER, 1268' right of

centerline 2'AGI /4101'MSI **GUERNSEY.WY**

CAMP GUERNSEY

on course

TAKE-OFF MINIMUMS: Rwv 14, 300-1 or std. with a

min_climb of 320' per NM to 4700_Rwv 32, 1400-2 or std, with a min, climb of 320' per NM to 5800. DEPARTURE PROCEDURE: Rwv 14, climb to 5600 via heading 150°, Rwv 32, climb to 5800 via heading 070°. All aircraft continue on course.

HAILEY.ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual

conditions. Rwv 31. NA-obstacles. DEPARTURE PROCEDURE: Rwv 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or

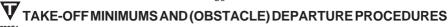
for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB. NOTE: Rwy 13, multiple trees beginning 763' from

departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100'AGL/6099'MSL

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.



HAVRE MT HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/min.

climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading

032° to 3300 then climbing left turn to 8000 direct HVR

then climbing left turn to 8000 via HVR R-025 to HVR

VOR/DME thence...Rwv 8. climb heading 077° to 3300

VOR/DME thence...Rwv 21. climb heading 212° to 3300

then climbing right turn to 8000 direct HVR VOR/DMF

thence...Rwy 26, climb heading 257° to 3300 then

climbing right turn to 8000 direct HVR VOR/DME

thence...

...continue climb in hold in HVR VOR/DME holding

pattern (hold west, right turns, 094° inbound) to cross

HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: Rwv 3, pole 2682' from DER, 1044' left of

centerline, 21'AGL/2680' MSL, Rwv 8, obstruction light on windsock 59' from DER 224' left of centerline 9'

AGL/2588' MSL, Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL, Tank 1.3 NM from DER.

2287' left of centerline, 57' AGL/2797' MSL, Rwy 26. light on windsock, 50' from DER, 225' right of centerline, 9'AGL/2589' MSL. Trees beginning 1617' from DER.

650' right of centerline, 25' AGL/2659' MSL. HELENA. MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA) TAKE-OFF MINIMUMS: Rwv 5, 2500-3 or std. w/min.

climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std, w/min, climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions, Rwv

27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing

right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on

NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole

2198' from departure end of runway, 462' left of centerline, 76'AGL/3996'MSL, tree 1011'from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL,

rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from

departure end of runway, 616' left of centerline, 47' AGL/

HERMISTON OR HERMISTON MUNI NOTE: Rwv 4, tower 379' left of departure end of

runway 50' AGI /698' MSI Rwy 22, light pole 456' left

of departure end of runway, 44' AGL/684' MSL. HOQUIAM, WA

BOWERMAN TAKE-OFF MINIMUMS: Rwv 6 600-2 or std with a

min, climb of 260' per NM to 600. DEPARTURE PROCEDURE: Rwv 6. climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

HULETT. WY HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, std, w/min, climb of

450' per NM to 6300, or 500-21/4 w/min, climb of 295' per NM to 7700, or 2200-3 for climb in visual DEPARTURE PROCEDURE: Rwv 13. climb to 7700

via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwv 31. climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

NOTE: Rwv 13, road 398' from departure end of runway. 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwv 31, terrain 104' from departure end of runway, 420' left of centerline, 4200'

MSL, terrain 344' from departure end of runway, 233'

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA) AMDT 4 09351 (FAA)

left of centerline, 4207' MSL.

DEPARTURE PROCEDURE: All aircraft departing

IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA holding pattern (South, left turns, 019° inbound) to

proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of

centerline, up to 49' AGL/4769' MSL, Tree 1034' from

DER, 715' left of centerline, 42' AGL/4762' MSL.

cross IDA VOR/DME at or above 7500 before

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

3906' MSL.



JEROME.ID JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 500-134 or std. w/min.

climb of 435' per NM to 4700 DEPARTURE PROCEDURE: Rwv 9. climb heading

086° to 5300 before proceeding on course, Rwy 27. climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9, bush 140' from DER, 500' left of

centerline, 16' AGL/4076' MSL, Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49'

AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline. up to 53' AGL/4137' MSL. Building 2186' from DER.

173' left of centerline, 29' AGL/4119' MSL, Rising terrain starting 2549' from DER, 560' left of centerline. up to 4219' MSL, AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL, Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL.

Rwy 27, fence starting 18' from DER, 440' left of

JOHN DAY, OR

GRANT COUNTY RGNI /OGII VIE FIFI D (GCD)

AMDT 1 09015 (FAA) TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, NA. Terrain.

centerline, up to 9' AGL/3969' MSL.

DEPARTURE PROCEDURE: Rwv 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC. climb in IMB VORTAC holding pattern (E. right turns. 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwv 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662'

MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT GLACIER PARK INTI

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO. WA

SOUTHWEST WASHINGTON RGNL TAKE-OFF MINIMUMS: Rwv 12, NA, Rwv 30, 1200-2 or

BTG VORTAC or MEA for route of flight.

std. with a min. climb of 320' per NM to 1300. DEPARTURE PROCEDURE: Departure procedure

limited to CAT A.B aircraft, Rwv 30, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct

KEMMERER WY KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.10.22.28. NA-Rwv

DEPARTURE PROCEDURE: Rwv 16, climb to 12000 via heading 166° and EBR VOR/DME R-330 to EBR VOR/ DME before proceeding on course Rwv34, climb via heading 346° to 8200 then climbing right turn to 12000 via

heading 125° and FBR VOR/DMF R-345 to FBR VOR/ DMF before proceeding on course KLAMATH FALLS, OR

KI AMATH FALLS

TAKE-OFF MINIMUMS: Rwv 7 NA Rwv 14 1100-3 or

std, with a min, climb of 275' per NM to 5500. Rwy 25. 3300-3 or std. with a min_climb of 250' per NM to 7400. Rwv 32, 2000-3 or std, with a min, climb of 320' per NM to 6300 DEPARTURE PROCEDURE: Rwys 14.25 climbyia runway heading to 6000 then climbing right turn direct LMTVORTAC thence Rwv32 climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W. right turns 070° inbound) to cross LMT VORTAC at or

above 8000. LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwv 12. Cat A/B 2900-3 or std. with a min, climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min_climb of 500' per NM to 7800. Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std.

with a min, climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence: Rwvs 30.34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn

LAKEVIEW. OR

direct LGD NDB.

LAKE COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 3700-5 or std. with a min, climb of 320' per NM to 8800, Rwv 34, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: Rwy 16, climbing right turn

via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE. WY

LARAMIE RGNL

DEPARTURE PROCEDURE: Rwv 3. turn left. 12.21, turn right. All aircraft climb direct LAR VORTAC. continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above; westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.



LAUREL, MT LAURFI MUNI

TAKE-OFF MINIMUMS: Rwvs 9.14.27.32. NA. DEPARTURE PROCEDURE: Rwy 22 turn left All aircraft climb direct BIL VORTAC

I FWISTON ID I FWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: Rwys 8.11.26.29 turn left

direct MOG VOR/DMF Continue climb in holding pattern (W. left turns, 066° inbound) to cross MQG VOR/DMF at or above 3600

I FWISTOWN MT I FWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a

min. climb of 280' per NM to 6900. Rwv 7.12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2.30 turn left Rwys 7.12.20, turn right, Rwy 25, climb runway heading Allaircraft climb direct I WT VORTAC Continue climb in holding pattern (W. right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions Rwv8, std with min_climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 8.26, for climb in visual conditions: cross Lexington Airport at or above NOTES: Rwv 8, trees 1.42 NM from departure end of

runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwy 15, use EYESE RNAV DEPARTURE.

LIVINGSTON. MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-

Enjvironmental

DEPARTURE PROCEDURE: Rwvs 4.22. use LIVINGSTON DEPARTURE.

MADRAS, OR MADRAS MUNI (\$33)

ORIG-A 09043 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, std w/a min_climb of

298' per NM to 3900 or 1100-21/2 for climb in visual conditions Rwy 22 std w/amin climb of 281 ner NM to 3900 or 1100-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwvs 4, 34, climbing left turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course Rwy 16, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or .Rwv 22, climb heading 216° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or

for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course

MC CALL. ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA) TAKE-OFF MINIMUMS: Rwv 34, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 16 use MCCALL DEPARTURE.

MC CHORD AFB (KTCM)

TACOMA, WA DEPARTURE PROCEDURE: Rwv 16. Track heading

160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000, After ALDER, maintain MEA/MOCA for route of flight, Rwv 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER), Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight. TAKEOFF OBSTACLES: Rwv 16. Grove of trees 143'

AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER. 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER. 959' left of centerline, Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline, Rwv 34. Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline.

Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER. 407' left of centerline, Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline, Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.



MC MINNVILLE. OR

MC MINNVILLE MUNI (MMV) AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 400-11/4 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb

gradient, take-off must occur no later than 2000' prior to departure end of runway Rwy 17, std w/min_climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 4, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17.22, climbing left turn to intercept UBG R-183 to UBG VOR/DMF thence or for climb in visual conditions: cross Mc Minnville Muni at or above 1800

before proceeding on course, Rwv 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME. thence ... continue climb in UBG VOR/DME holding pattern (S.

left turns, 003° inbound) until reaching MEA for route of NOTE: Rwv 4, multiple trees beginning 2040' from

departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL, Rwv 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL, Tree 1760' from departure end of runway, 627' left of centerline. 100' AGL/257' MSL. Rwv 22. multiple trees beginning 282' from departure end of runway, 120' left and 144' right of

centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwv 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-Obstacles. Rwv 14, std. w/min, climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. Rwy 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 14. climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Roque Valley Intlairport at or above 4100 before proceeding direct OED VORTAC... Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl

airport at or above 4100 before proceeding direct OED VORTAC... ...all aircraft climb in OED VORTAC holding pattern

(hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles DEPARTURE PROCEDURE: Rwvs 11. 29. use GRZLY

DEPARTURE.

MOSES LAKE, WA GRANT COUNTY INTI NOTE: Rwv 14R, antenna 3902' from departure end of

runway, 828' right of centerline, 98' AGL/1268' MSL. Rwv 18, pole 405' from departure end of runway 334' right of centerline, 30' AGL/1209' MSL, Windsock 496' from departure end of runway 371' left of centerline 16' AGL/1195' MSL. Rwv 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSI

MOUNTAIN HOME AFB (KMUO) MOUNTAIN HOME. ID 07270

Rwv12.30 6700-3*

* Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSI 1224' from DER 744' right of centerline Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline, Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline, Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL /3018' MSL 148' from DER 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER. 580' left of centerline. Road/Vehicle 15' AGL/ 3044' MSL. 1147' from DER, 794' right of centerline. Powerpole 35' AGL/3069' MSL, 2914' from DER. 940' right of centerline. Tower 30' AGL/3032' MSL.

1067' from DER, 902' right of centerline, Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline, Rwv 30. Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline, Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline, Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min, climb of 305' per NM to 7300, Rwy 28, 3500-2 or std, with a min, climb of 290' per NM to 7300. DEPARTURE PROCEDURE: Rwv 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E. left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA. ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPANDB at or above 5500 before proceeding on NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of

runway, 90' right of centerline.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures

OLYMPIA. WA

OLYMPIA RGNI (OLM)

AMDT 5A 09127 (FAA)

visual conditions.

TAKE-OFF MINIMUMS: Rwv 17, 300-2 or std. with a

DEPARTURE PROCEDURE: Rwv 8, climb heading

085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200

turn direct OLM VORTAC, thence...

min, climb of 706' per NM to 600, or 2200-3 for climb in

then climbing right turn direct OLM VORTAC, thence.

or climb in visual conditions to cross QLM VORTAC at

or above 2300, thence... Rwy s 26.35, climbing right

... continue climb in OLM VORTAC holding pattern

VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, multiple trees beginning 880' from DER.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL, Rwv 17, multiple trees beginning 1008' from DER, 24' left of centerline.

up to 100' AGL/490' MSL. Multiple trees beginning 752'

from DER, 3' right of centerline, up to 100' AGL/370'

beginning 475' from DER, 595' left of centerline, up to

100' AGL/330' MSL. Multiple trees beginning 338' from

DER, 339' right of centerline, up to 100' AGL/309' MSL.

Rwv 35, multiple trees beginning 2176' from DER, 198'

DER, 621' right of centerline, up to 100' AGL/315' MSL.

left of centerline, up to 100' AGL/313' MSL. Multiple

trees and field light on hangar beginning 657' from

TAKE-OFF MINIMUMS: Rwv 17, 2200-2 or std. with a

DEPARTURE PROCEDURE: Rwv 17, use GETNG

DEPARTURE PROCEDURE: Rwy 32, climb to 9600 on

a heading between 010° CW to 141° from departure end

of runway or minimum climb of 280' per NM to 9600 for

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of

centerline up to 120' AGL/2314' MSL. Multiple trees,

of runway, 506' left of centerline up to 120' AGL/2314'

MSL. Rwy 32, multiple trees, poles, and buildings

centerline up to 100' AGL/2458' MSL. Multiple trees,

runway, 472' right of centerline up to 100' AGL/2431'

poles, and buildings beginning 502' from departure end

beginning 340' from departure end of runway, 405' left of

poles, and buildings beginning 2' from departure end of

min. climb of 300' per NM to 4200, Rwv 35, NA.

RNAV DEPARTURE. Rwy 35, NA.

MSL. Rwy 26, multiple trees and WSK on building

(south, right turn, 356° inbound) to cross OLM

214' left of centerline, up to 100' AGL/343' MSL.

NEWCASTI F. WY MONDELL FIELD (ECS) AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.17.23.35, NA. Rwv 13.

200-1 or std. with a min. climb of 275' per NM to 4400.

Rwv 31, 300-1 or std with a min_climb of 300' per NM to 4600 DEPARTURE PROCEDURE: Rwv 31, climbing left turn

All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: Rwv 13, fence posts, beginning 299' from DER

218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwv 31, multiple poles, beginning 74' from DER, 237' right of centerline, up to 20' AGL/4200'

MSI_Bush 5787'from DER_1441' right of centerline_13'

MSL/4363' MSL, Railroad 735' from DER, 314' right of

centerline 30'AGL/4202' MSL, Road 207' from DER.

254'right of centerline, 15' AGL/4187'MSL.

NEWPORT.OR NEWPORT MUNI TAKE-OFF MINIMUMS: Rwv 2 NA Rwv 16 500-2 or

std, with a min, climb of 310' per NM to 800 DEPARTURE PROCEDURE: Rwv 2. NA. Rwv 16. turn right, Rwy 34, turn left, Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or above 2200 NORTHBEND, OR

SOUTHWEST OREGON RGNL (OTH) AMDT 4B 09071 (FAA) TAKE-OFF MINIMUMS: Rwv 4, 800-2 or std. with a min.

climb of 340' per NM to 900. Rwy 13,800-2. Rwys 16,34, NA-Rwy closed. Rwy 31, 300-2 or std. with a min, climb of 240' per NM to 400. DEPARTURE PROCEDURE: Rwys 4,31, turn left. Rwys 13, 22, turn right. All aircraft climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH

NOTE: Rwy 13, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL. OAKHARBOR, WA

A J EISENBERG (OKH) ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1

DEPARTURE PROCEDURE: Rwy 7. climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb

via heading 251° to 2100, then climbing left turn direct CVV VOR/DME. Continue climb on course. NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple

trees beginning 664' from DER, 208' right of centerline,

up to 80' AGL/299' MSL. Fence 612' from DER, right

bushes beginning 240' from DER, 64' left of centerline,

up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from

DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

and left of centerline, 10' AGL/229' MSL. Multiple

PASCO, WA TRI-CITIES

MSL.

OMAK. WA

ONTARIO.OR

ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

all other courses.

OMAK

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

9351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



FASTERN OREGON RGNI, AT PENDI ETON

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing

Rwys 11, 16, climbing right turn direct PDT VORTAC

left turn direct PDT VORTAC, thence

Rwy 25 climb direct PDT VORTAC, thence

at or above MEA before proceeding on course NOTE: Rwv 16, multiple trees beginning 232' from DER.

... continue climb in PDT VORTAC holding pattern (West left turn 073° inbound) to cross PDT VORTAC

348' right of centerline, up to 100' AGL/1579' MSL.

MSL. Rwy 29, terrain 189' from DER 247' left of

Rwy 25, multiple antennas and terrain beginning 203'

from DER 259' left of centerline up to 13' AGL /1512'

turn to 10000 via heading 190° and BPIR-040 to BPI

VOR/DME before proceeding on course, Rwy 29.

climbing left turn to 10000 via heading 230° and BPI

Wenz Field at or above 11800 before proceeding on

NOTE: Rwy 12, multiple bushes beginning 47' from

TAKE-OFF MINIMUMS: Rwy 18, N/A-extremely precipitous terrain. Rwy 36, standard with a min. climb

DEPARTURE PROCEDURE: Rwy 36, Use ANGIL

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL, Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River

departure end of runway, 71' left of centerline, up to 12'

beginning 68' from departure end of runway, 75' right of

PORT ANGELES, WA

PORT ANGELES CGAS

DEPARTURE PROCEDURE: Conter departure, climb from landing area direct to EDIZ HOOK NDB. Continue

climb in holding pattern (NE_right turns_237° inbound) to MEA for direction of flight.

WILLIAM R FAIRCHILD INTI

WATTR FIVE DEPARTURE

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use

PORTLAND INTL (PDX) AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, 500-3 or std. w/min.

climb of 400' per NM to 600, Rwy 10L/R, std. w/min. climb of 270' per NM to 2900, Rwy 21, std. w/min, of 310' per NM to 1800.

PORTI AND OR

DEPARTURE PROCEDURE: Rwv3, climb heading 025° to 700, then climbing left turn direct BTG

NOTE: Rwv 3. signs, tower, trees, and vehicle on road

beginning 468' from departure end of runway, 28' left of

centerline, up to 100' AGL/449' MSL. Poles, trees, and

Rwv 10L, rising terrain and vehicle on road beginning 7'

to 17' AGL/60' MSL. Rwy 10R, pole 1996' from departure

end of runway, 758' right of centerline, 54' AGL/74' MSL.

note: Rwv 21, trees beginning 1319' from departure end

end of runway, 36' left of centerline, up to 100' AGL/317'

of runway, 155' right of centerline, up to 100' AGL/318'

MSL. Poles and trees beginning 353' from departure

Rwy 28R, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right

MSL. Rwv 28L, trees 1873' from departure end of

runway, 836' left of centerline, 50' AGL/88' MSL.

of centerline, up to 27' AGL/69' MSL.

from departure end of runway, 376' left of centerline, up

vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL.

VORTAC, thence ... Rwvs 10L.10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC. thence ... Rwy 21, climb heading 205,03 to 500, then climbing right turn direct BTG VORTAC, thence

Rwys 28L, 28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence ...

... continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on

PINEDALE/RALPH WENZ FIELD (PNA) AMDT 2 09295 (FAA) TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb

centerline 1493 MSI

of 310' per NM to 8300, or 4900-3 for climb in visual DEPARTURE PROCEDURE: Rwv 11, climbing right

PINEDALE. WY

PENDLETON, OR

AMDT 3 09183 (FAA)

R-020 to BPI VOR/DME before proceeding on course or for climb in visual conditions; cross Pinedale/Ralph

course.

SHER-WOOD

PLENTYWOOD, MT

AGL/2251' MSL. Multiple bushes beginning 362' from departure end of runway, 514' right of centerline, up to 12' AGL/2251' MSL, Rwv 30, multiple bushes and road

centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO, ID

POCATELLO RGNL (PIH)

of 270' per NM to 8400'.

RNAV DEPARTURE.

AMDT 7 09351 (FAA) DEPARTURE PROCEDURE: use KNURL ONE

DEPARTURE. POLSON, MT POLSON

ridges.

9351

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



PORTLAND, OR (CON'T) PORTLAND-HILLSBORO

TAKF-OFF MINIMUMS: Rwv 30. 200-11/4 or std. with a

min, climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway DEPARTURE PROCEDURE: Rwv 12, climbing right

turn direct UBG VOR/DME...Rwvs 2, 20, 30, climbing left turn direct UBG VOR/DMF

...all aircraft climb in UBG VOR/DME holding pattern

(west, right turn, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course. NOTE: Rwv 2, multiple roads beginning 246' from

departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL, Rwy 12, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL, Rwv 30, multiple trees beginning 1664' from departure end of runway. 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline.

26' AGL/215' MSL. PORTI AND-TROLITDALE

TAKE-OFF MINIMUMS: Rwy7, 3600-2 or std. with a min, climb of 380' per NM to 4100, Rwy 25, 900-2 or std. with a min, climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy7, turn left. Rwy 25, turn right, All aircraft climb via BTG R-125

direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: Rwy 3,16,21,34, NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwv 31, turn left, All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR PRINEVILLE (S39)

AMDT 1 08213 (FÁA)

TAKE-OFF MINIMUMS: Rwv 10, std, w/min, climb of

350 feet per NM to 6500, or 2400-3 for climb in visual conditions Rwv 15, std w/min_climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28. std w/min_climb of 450' per NM to 6700_or 2400-3 for climb in visual conditions Rwv 33, std. w/min.climb.of. 380' per NM to 6700, or 2400-3 for climb in visual DEPARTURE PROCEDURE: Rwv 10, climb heading

102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course, Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 28. climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. NOTE: Rwv 10, trees beginning 2693' from departure end

of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwv 15. trees beginning 1129' from departure end of runway 697' right of centerline up to 100' AGL /3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwv 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOWRGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwv 23, 300-1 or std, with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwv 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions: cross Pullman-Moscow Ronl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwv 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.



PUYALLUP, WA PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 34, 300-1

DEPARTURE PROCEDURE: Rwv 16, climbing right

turn, Rwv 34, climb runway heading, All aircraft climb via

SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in

COTNY holding pattern (Hold S. left turns, 338°

inhound) to depart COTNY at or above: 001° CW 090°

3500,090° 3500,091°CW 120° 10,400, 121° CW 170°

2700.171°CW360°1500.

NOTE: Rwv 16. light pole 511' from DER, 567' right of

centerline, 40' AGL/552' MSL. Multiple poles on building

beginning 187' from DER, 416' left of centerline, up to

575' MSL. Multiple trees beginning 363' from DER, 656'

left of centerline to 540' right of centerline, up to 662'

MSL, Vehicles on road beginning 1149' from DER, 512'

right of centerline, up to 15' AGL/582' MSL. Terrain

right of centerline, up to 581' MSL. Pipe 1520' from

beginning 1293' from DER, 529' left of centerline to 352'

RENTON, WA

315' per NM to 700.

RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

MEA/MCA for direction of flight.

of 405' per NM to 800, or 1100-21/2 for climb in visual conditions Rwv 34 500-2% or std with a min_climb of

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb

DEPARTURE PROCEDURE: Rwv 16, climb heading 157° to 700, then climbing right turn direct SEA

VORTAC, thence.... or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000 MSL, then proceed on SEA R-029 to SEA VORTAC. thence... Rwv 34, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...Climb in SEA VORTAC holding pattern (East, left

turns, 290° inbound) to cross SEA VORTAC at or above NOTES: Rwv 16, trees, towers, lights and blast shield beginning 185' from DER 4' left of centerline up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwv 34. Trees and terrain beginning 1.6 NM

DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG.ID REXBURG-MADISON COUNTY DEPARTURE PROCEDURE: Rwv 17, climbing right turn, Rwv 35, climbing left turn. All aircraft climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of flight before proceeding on course.

from DER, 104' left of centerline, up to 100' AGL/485'

MSI Trees terrain and wood piling beginning 75' from

NOTE: Rwv 17, 100'AGL trees 125' from departure end of runway, 350' left of centerline, Rwy 35, 100' AGL trees 350' from departure end of runway, 450' right of centerline, 100' AGL trees 750' from departure end of runway, 500' left of centerline.

RAWLINS. WY

RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwv 4, 600-2 or std, with a min. climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with

DER, 303' left of centerline, 574' MSL, Rwv 34, multiple

1029' right of centerline, up to 694' MSL. Flagpole 1155'

trees beginning 58' from DER 591' left of centerline to

from DER, 464' left of centerline, 578' MSL, Building

564' from DER, 410' left of centerline, 555' MSL.

a min climb of 365' per NM to 8700. Rwvs 10.28, NA. DEPARTURE PROCEDURE: Rwy 4, turn right. Rwy 22, turn left, Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWLR-

200 to assigned route then climb on course.

REDMOND. OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, std. w/min. climb of 269' per NM to 4700. Rwy 28, std. w/min. climb of 276' per NM to 4800. DEPARTURE PROCEDURE: Rwv 4. climbing left turn via heading 265° and DSD R-047 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. NOTE: Rwy 28, numerous trees beginning 1' from DER,

356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.



RICHI AND WA RICHI AND

TAKE-OFF MINIMUMS: Rwv 1, 200-1 or std. w/min. climb of 310' per NM to 700. Rwy 19. std. w/min. climb of 480' per NM to 2300, or 1800-21/2 for climb in visual

conditions, Rwv 26, 500-21/2 or std, w/min, climb of 309 per NM to 1000 DEPARTURE PROCEDURE: Rwv 1, climbing right turn via heading 070° and PSC R-301 to PSC VOR/

DME, thence...Rwv 8, climbing right turn direct PSC VOR/DME, thence... Rwv 19, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/ DME thence...Rwy 26, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence... ...climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or

above MEA for route of flight before proceeding on NOTE: Rwv 1, crane and multiple poles 752' from departure end of runway, 477 right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. Rwy 8, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad

beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL, Rwv 19, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees. terrain, and buildings 22' from departure end of runway. 30' left of centerline, up to 100' AGL/479' MSL. Rwy 26, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway. 255' right of centerline, up to 18' AGL/417' MSL.

RIVERTON. WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS. WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC, Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260°inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMI IMS: Rwv 16 std w/min climb of

260' per NM to 9900 or 6100-3 for climb in visual conditions Rwv34, std w/min_climb of 250' per NM to 9900 or 6100-3 in visual conditions DEPARTURE PROCEDURE: Rwv 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or

above 9000 before proceeding on course Rwv 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. NOTE: Rwv 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwv 34, building 158' from DER 370' left of centerline 40' AGL /3130' MSL Tree 1358' from DER 556' left of centerline 50' AGL/



ROSEBURG.OR ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb of

642' per NM to 2000, or 1700-3 for climb in visual conditions, Rwv 34, std. with a min, climb of 760' per

NM to 2000, or 1700-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 16, climb direct

RBG VOR/DMF or climb in visual conditions to cross Roseburg Airport southbound at or above 2200, then

MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to

cross Roseburg Airport northbound at or above 2200

and then via heading 342° to 4000. Then climbing left

have not reached the MCA or MEA for route of flight

NOTE: Rwv16, tower 1.56 NM from departure end of

runway, 2231' right of centerline, 50' AGL/1201' MSL.

of centerline, 21' AGL/980' MSL, tree 1.46 NM from

centerline, 45' AGL/964' MSL, pole 1.36 NM from

departure end of runway, 921' right of centerline, 75'

AGL/914' MSL, rod on airway beacon 1,29 NM from

departure end of runway, 409' right of centerline, 52'

obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557'

MSL. Rwv 34, tree 1.10 NM from departure end of

pole 4850' from departure end of runway, 56' left of

from departure end of runway, 508' left of runway

centerline, 21' AGL/780' MSL. Tree 5067' from

departure end of runway, 265' right of centerline, 43'

AGL/802' MSL. Tree 4260' from departure end of

centerline, 100' AGL/642' MSL. Tree 913' from

runway, 2003' left of runway centerline, 60' AGL/1179

MSL, Tree 5165' from departure end of runway, 1744' left

centerline, 15' AGL/894' MSL. Tree 4785' from depature

end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826'

left of runway centerline, 17' AGL/896' MSL. Tree 4079'

runway, 345' right of centerline, 42' AGL/761' MSL. Tree

1465' from departure end of runway 329' right of runway

departure end of runway, 217' right of runway centerline,

MSL. Hill 1065' from departure end of runway, 299' right

100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615'

of runway centerline 608' MSL. Trees beginning 60'

centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway

centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway

centerline, 15' AGL/560' MSL. Multiple signs beginning

792' from departure end of runway, 550' left of runway

centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway

from departure end of runway, 117' left of runway

of centerline, 64' AGL/1023' MSL. Obstruction light on

AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL.

departure end of runway, 1298' right of runway

tree 1.47 NM from departure end of runway, 1560' right

turn direct RBG VOR/DMF to cross RBG VOR/DMF

at or above MCA or MEA for route of flight. Aircraft that

continue climb via RBG R-157 and right turn direct RBG

direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DMF to cross at or above the

SALEM, OR

MCNARY FIFLD TAKE-OFF MINIMUMS: Rwv 13, 600-2 or std. with a

min, climb of 240' per NM to 800, Rwv 16, 600-2 or std.

with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or:

Rwvs 31.34, turn right, Rwv 16, turn left, Rwv 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inhound) to cross TURNO LOM/INT at or above MEA for route of flight.

SALMON, ID LEMHI COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std, with a min, climb of 390' per NM to 8000. DEPARTURE PROCEDURE: Rwv 17. NA. Rwv 35. climb runway heading to 8000, then climbing left turn to 11.300 direct LKT VOR/DME before proceeding on course.

SANDPOINT.ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwv 1, 4200-2 or std. with a

min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or

std, with a min, climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002.

Rwv 19. climbing left turn to COE VOR/DME via heading 140° and COE R-002.

SHIVELY FIELD

SARATOGA, WY TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a

min. climb of 220' per NM to 7400. DEPARTURE PROCEDURE: Rwv 5. turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb

to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160

CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight. NOTE: Rwy 15, 158' MSL tree 470' from departure end of

runway, 499' right of centerline, Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

VOR/DME



SEATTLE, WA BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwv 131 . 500-3 w/min_climb of

232' per NM to 800, or 1000-21/2 for climb in visual conditions Rwv13R.std w/amin climb of 476' per NM to 900, or 500-3 w/a min, climb of 386' per NM to 900 or 1000-21/2 for climb in visual conditions Rwv 311. std w/amin_climb of 386' per NM to 800_or 300-11/2 w/

min, climb of 235' per NM to 800, or 1000-2 1/2 for climb in visual conditions Rwv 31R, std w/a min_climb of 334' per NM to 900, or 400-13/4 w/ min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwys 131 /R. climbing right turn. Rwvs 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA

VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. NOTES: Rwv 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway. 411' left of centerline, up to 127' AGL/479' MSL Rwv13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwv 31L, multiple trees, fence, and building beginning 250' from departure end of runway. 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL, Rwv31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway,

SEATTLE-TACOMA INTL (SEA)

AGL/101'MSL.

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys 16L, 16C, 16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

389' right of centerline, up to 103' AGL/350' MSL.

departure end of runway, 99' left of centerline, up to 71'

Multiple obstruction lights beginning 214' from

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from

departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy 34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT SHELBY

TAKE-OFF MINIMUMS: Rwv 5, 200-11/4 or std. w/min.climb

of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 1300' prior to departure end of NOTE: Rwv 5, fence post 320' from departure end of runway

162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwv 11, truck on road 906' from departure end of runway 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway 26' right of centerline 75' AGL/ 3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway 174' left of centerline 22' AGL/ 3451'MSL

SHELTON, WA SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwv 5, std. w/a min, climb of 312'

per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23 std w/amin climb of 414' per NM to 4000 or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 5. climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL, Rwy 23. multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



SHERIDAN WY SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwv 5, 700-3 or std. w/min.

climb of 318' per NM to 5100, or. . . Rwv 14, 800-3 or std. w/min_climb of 263' per NM to 5100_or Rwv 23, 900-3 or std. w/min, climb of 348' per NM to 5100, or.

1400/3 for climb in visual conditions. Climb in visual conditions NA at night

DEPARTURE PROCEDURE: Rwv 5. climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence...Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or

climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwv 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to

SHR VORTAC, thence... Rwv 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence... ...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from

departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSI

SIDNEY, MT

SIDNEY-RICHLAND MUNI

TAKE-OFF MINIMUMS: Rwv 28, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 15R, 331 NA-obstacles

Rwy 15L, std, w/min, climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions, Rwv 33R, std, w/ min_climb of 475' per NM to 800_or 1200-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 151 . climbing right

turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON I OM thence aircraft departing WATON LOM on bearings 150°

CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course NOTE: Rwv 15L, tree 81' from DER, 177' right of

centerline, 40' AGL/106'MSL, Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline. 40' AGL/56' MSL, Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



SPOKANE, WA FELTS FIELD

TAKE-OFF MINIMUMS: Rwys 3L,3R, std. w/min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions, Rwy 21L, std, w/min, climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. Rwy

21R. std. w/min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 3L, 3R, climb to

3600, then climbing right turn heading 210° and GEG R-

050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400.

then via GEG R-050 to GEG VORTAC, Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course, Rwvs 21L, 21R. climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course. NOTE: Rwy 3L, multiple trees beginning 5000' from departure end of runway, 530' left of centerline, up to 104' AGL/2513'MSL. Tree 1854' from departure end of

runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. Rwy 3R, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of centerline, up to 128' AGL/3560' MSL. Rwy 21L, pole 316' from departure end of runway, 302' left of centerline,

33' AGL/1992' MSL, tree 926' from departure end of

runway, 362' left of centerline, 50' AGL/2006' MSL. building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/ 1975' MSL. Elevator 4080' from departure end of runway. 598' left of centerline, 134' AGL/2080' MSL. Rwy 21R, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/

1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway, 404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29' AGL/1975' MSL, pole 1427' from departure end of runway, 13' right of centerline, 33' AGL/1982' MSL.

SPOKANE INTL

DEPARTURE PROCEDURE: All aircraft climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200. southeast thru westbound climb on course.

STEVENSVILLE, MT STEVENSVILLE

TAKE-OFF MINIMUMS: Rwv 12, do not exceed 210 knots.

until established on MSO R-163. Rwv 30, do not exceed 210 knots until established on MSO R-160 DEPARTURE PROCEDURE: Rwv 12, climbing right turn via heading 335 and MSO R-163 to MSO DMF climb in MSO VOR/DMF holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn. 340° inhound) to 13000' before proceeding on course.

SUNRIVER, OR SUNRIVER

TAKE-OFF MINIMUMS: Rwv 18 300-1 or std with a min climb of 360' per NM to 4400. Rwv 36, 600-2 or std. with a min, climb of 240' per NM to 4900. DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 7000 then climbing left turn direct DSD VORTAC Rwv 36, climb direct to DSD VORTAC Then

TACOMA, WA

TACOMA NARROWS

all aircraft climb on course.

TAKE-OFF MINIMUMS: Rwv 35, 400-1 or std, with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwv 17, turn right, climb via heading 230° to intercept QLM R-009 then direct OLM VORTAC, Rwv 35, turn left, climb via heading 270° to intercent SEA R-230 then direct CARRO INT Continue climb in holding (SW, right turns, 047° inbound)

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

to MEA or assigned altitude for route of flight.

TAKE-OFF MINIMUMS: Rwv 2. CAT A.B 1100-2 or std. with a min, climb of 350' per NM to 1500, CAT C.D 2600-3 or std. with a min. climb of 475' per NM to 3100. Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200, Rwv 12, 1400-3 or std. with a min, climb of 500' per NM to 2000. Rwy 20, 1800-3 or std. with a min. climb of 470' per NM to 2200. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwvs 2.7. climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwvs 20. 30, climbing left turn heading 120°. aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31. use FETUJ RNAV DEPARTURE.

9351



TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY RGNI

TAKE-OFF MINIMUMS: Rwv 12 NA

DEPARTURE PROCEDURE: Aircraft departing on

TWF R-240 CW R-080 climb on course All others climb runway heading 6000 then climbing turn direct TWF VORTAC Climb in holding pattern (NW_right

turns 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER. WA PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. std. w/min. climb of 358'

per NM to 600, or 500-3 w/min, climb of 201' per NM to 600, or 900-2½ for climb in visual conditions. Rwy 26. 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 8. climb heading 079° to 500 then climbing left turn direct BTG VORTAC

thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSI, then proceed on

BTG VORTAC R-179 to BTG VORTAC, thence... Rwv 26. climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence, ... or for climb in visual conditions: cross Pearson Field at or above 800 MSL

then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... ... continue climb in BTG VORTAC holding pattern (hold

northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight. NOTE: Rwv 8, tree 1.4 NM from departure end of runway. 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline. 100' AGL/401' MSL. Tree 2 NM from departure end of

runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL, Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL.

Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA. WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7, 20,25,34, turn left, Rwy 16, turn right, All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight. NOTE: Rwv 16, antenna 365' from departure end of

runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER.ID WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions, Rwv 30, std. w/min, climb of 360' per NM to

4000 or 2400-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 12, climb heading 121° to 3900 before proceeding on course. Rwv 30. climb heading 301° to 4000 before proceeding on course for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: Rwv 12, tree 248' from departure end of runway. 443' right of centerline, 100' AGL/2184' MSL, Rwy 30. tree 1907' from departure end of runway 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA PANGBORNMEMORIAL

TAKE-OFF MINIMUMS: Rwv7. NA. Rwv12. 1500-2 or

std. with a min. climb of 510' per NM to 2900. 25.30 CATA B 1600-2 or std with a min_climb of 360

per NM to 3100. CAT C.D 5500-3 or std. with a min. climb of 570' per NM to 7200. DEPARTURE PROCEDURE: Rwv 12. climb runwav

heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E.right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200

WEST YELLOWSTONE, MT YELLOWSTONE

7400: R-201 CW R-009, 8200.

TAKE-OFF MINIMUMS: Rwv 19, 2200-2 or std. with a min, climb of 245' per NM to 8900, FAR 135 AUTH: Rwv 1. 1/2 mile. DEPARTURE PROCEDURE: Rwv 1. turn right.

aircraft climb direct TARGY LOM, Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

WHEATLAND. WY PHIFFR AIRFIFI D

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to

9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course. NOTE: Rwy 8, multiple trees 512' from departure end of

runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/vehicles beginning 2' from departure end of runway, on centerline

to 499' right of centerline, 100' AGL/4859' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

WHIDBEY ISLAND NAS (AULT FIELD)

(NUW)

Diverse departures not authorized

MILITARY DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 430'/NM until 600. Climbing left turn

to 2000, intercept NUW R-067, expect radar vectors to

ioin assigned route. Rwv 14: Climbing left turn to 2000. intercept NUW R-128, expect radar vectors to join assigned route Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route, Rwv

32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not

received by 10 DME of NUW TACAN, climb to 3000. intercent the NUW 11 DMF ARC to join assigned route. CIVIL DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 270'/NM until 700. Climbing left turn to 2000 via heading 067°, expect radar vectors to join

assigned route. Rwv 14: Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwv 32: Climb to 2000 via heading 317°.

expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route, TAKEOFF OBSTACLES: Rwv 7: Terrain 7813' from DER 2469' left of centerline

276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL, Trees, 5239' from DER, 6257' left of centerline, 495' MSL, Trees, 8561' from DER, 3685' left of centerline, 426' MSL, Trees, 12,561' from DER.

4814' right of centerline, 462' MSL, Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15.361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. Rwv 16, 300-2 or std, with a min, climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others

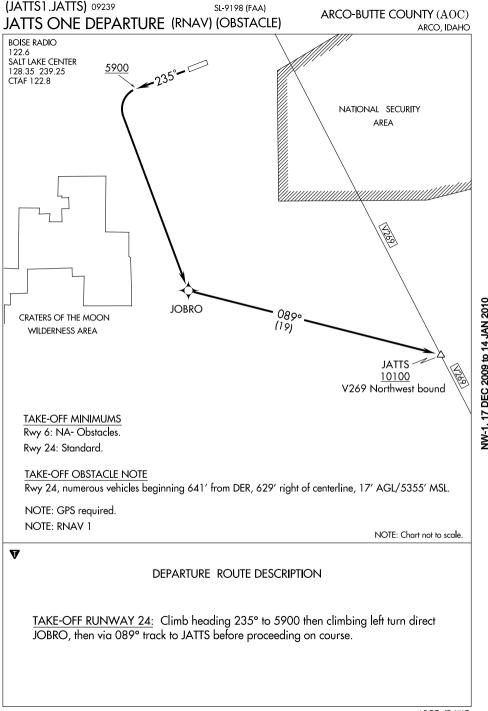
continue climb in RLY VOR/DME holding pattern (N. right turns, 159° inbound) to cross RLY VOR/DME at orabove 7000.

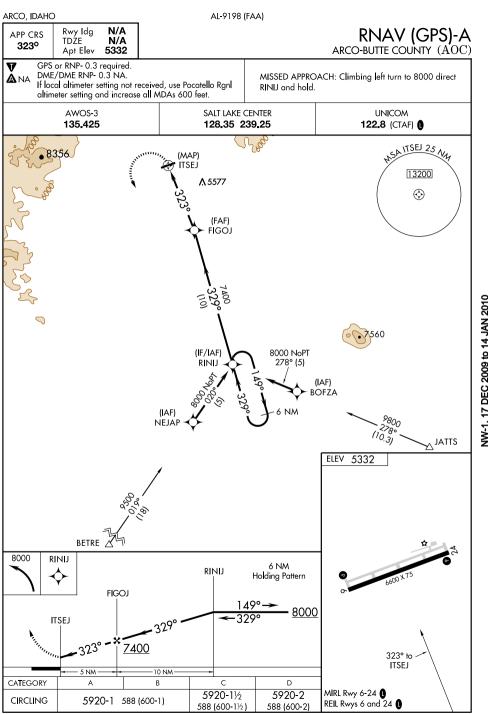
YAKIMA, WA

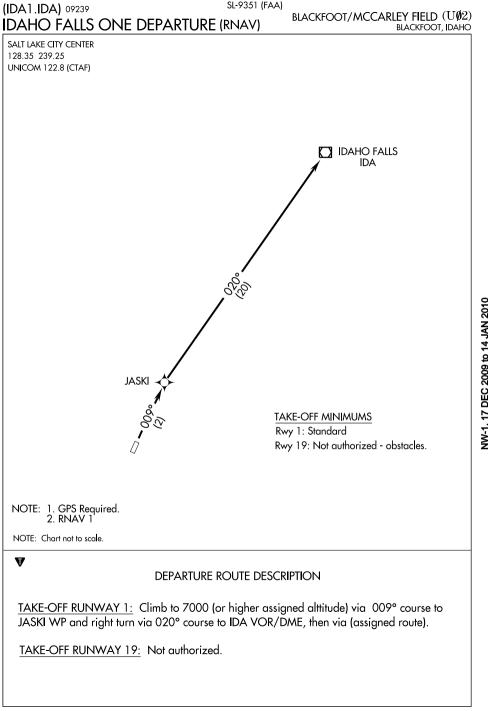
YAKIMA AIR TERMINAL/MCALLISTER FIELD

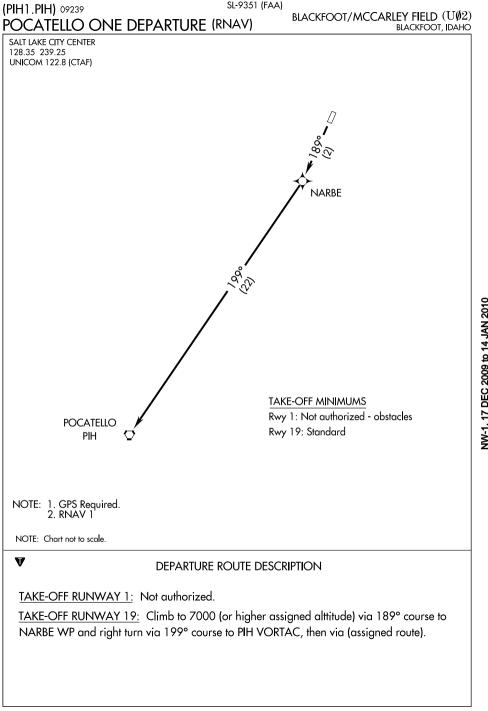
TAKE-OFF MINIMUMS: Rwy 4, NA. Rwy 9, 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200

DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

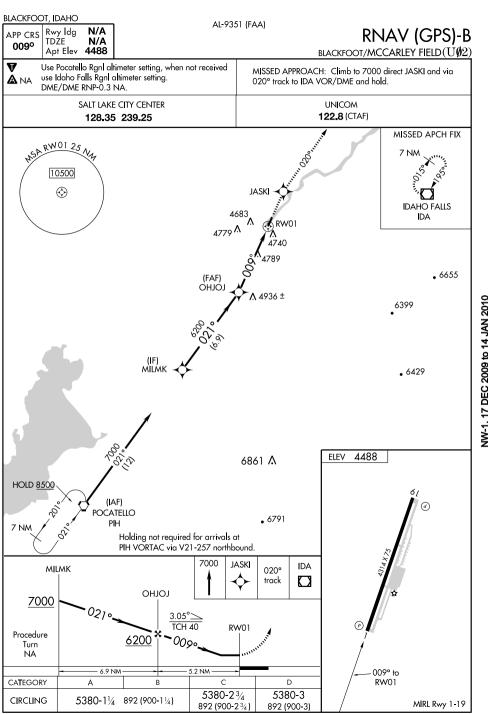


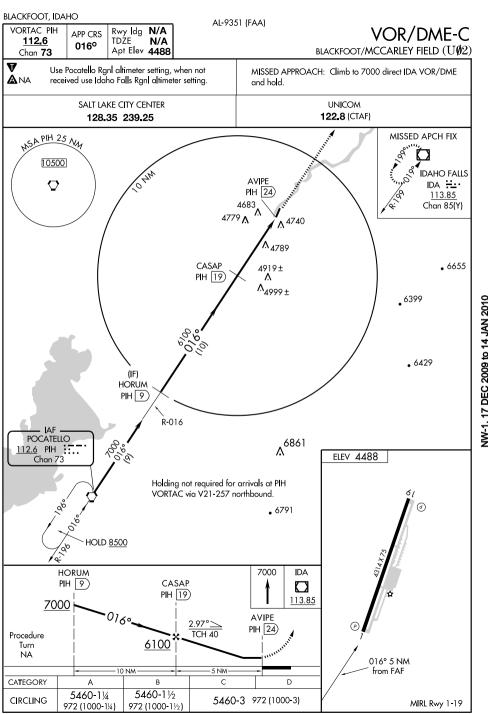


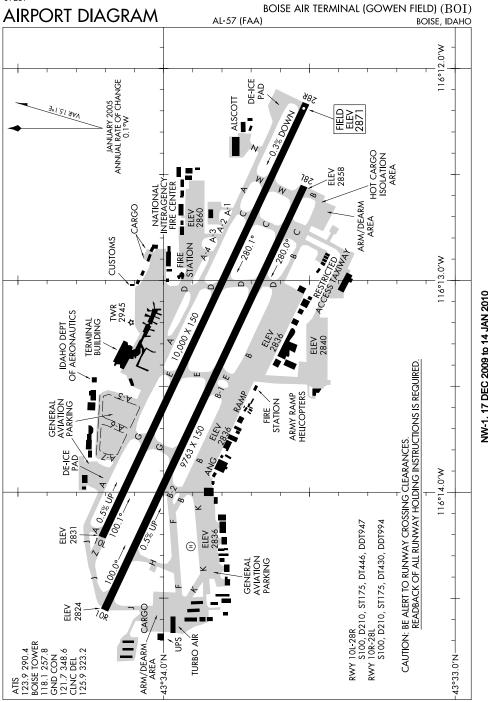


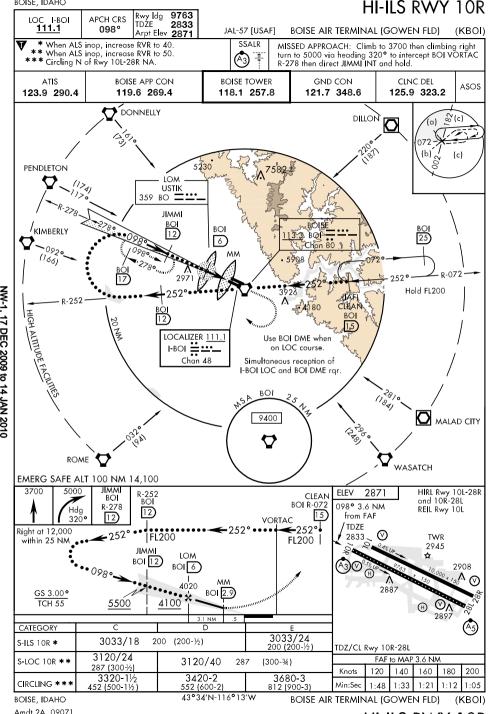


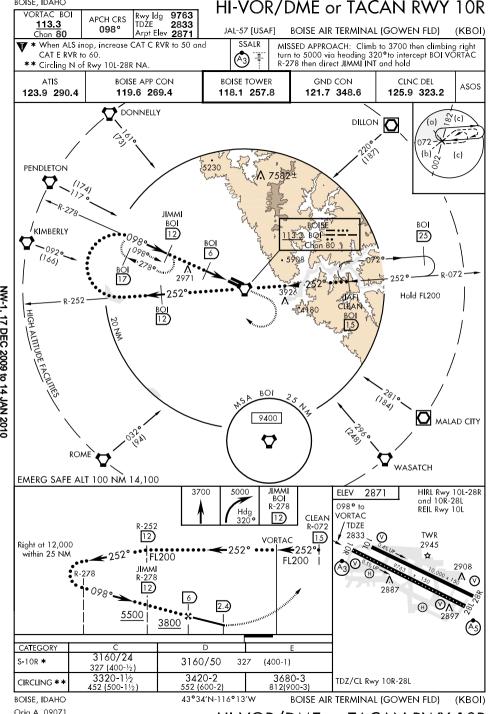
BLACKFO	OT, IDAHO	_	AL-935	1 (54.4)		
APP CRS	Rwy ldg N/A TDZE N/A		AL-733	r (FAA)	RNAV (GPS)-A	
189º	Apt Elev 4488			В	LACKFOOT/MCCARLEY FIELD ($\dot{ ext{U}}$) $\!\!\!$	
V A NA	Use Pocatello Rgnl o use Idaho Falls Rgn DME/DME RNP-0.3		not received	MISSED APPR and via 199°	OACH: Climb to 8500 direct NARBE track to PIH VORTAC and hold.	
SALT LAKE CITY CENTER 128.35 239.25				UNICOM 122.8 (CTAF)		
Holdin	g not required for a	rrivals at IDA VOR/DM	E via V21-365	southbound.	7 NM	1
^ ⁶⁷⁷⁸					(IAF) IDAHO FALLS IDA	
				(IF)		
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8500	NARBE 199° track	PIH		AMXOJ	82	
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CATECO		5.2 NM	6.2 NM	<u> </u>]	
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CIRCLIN	√G 852 (900-1) 852 (900-11/4)	852 (900-2	½) 892 (900-3)	MIRL Rwy 1-19	1

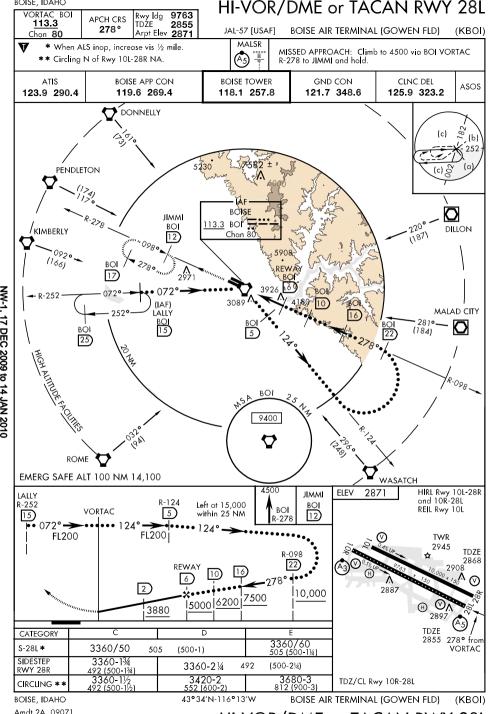


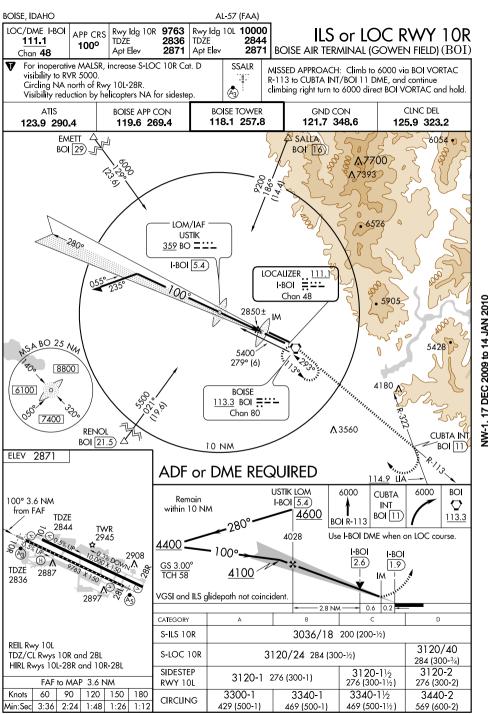


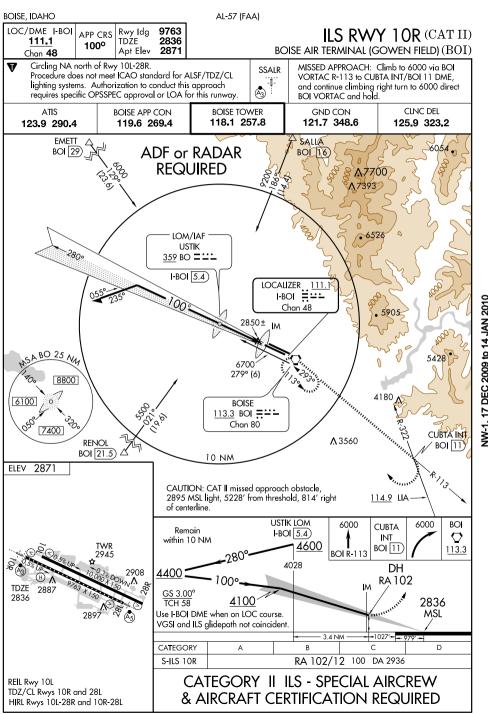


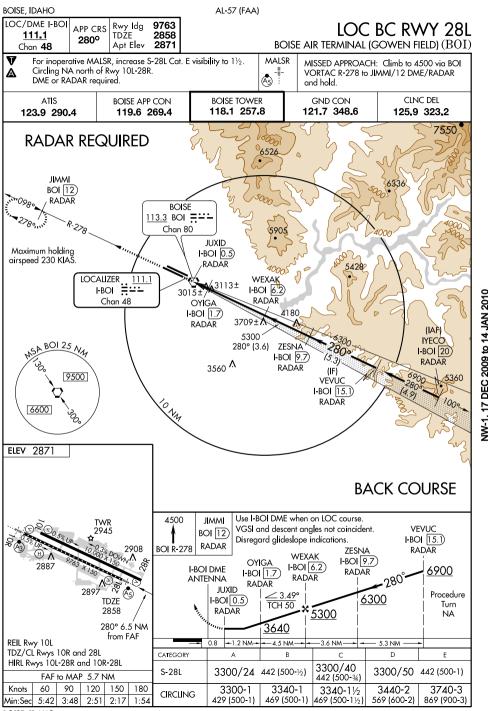


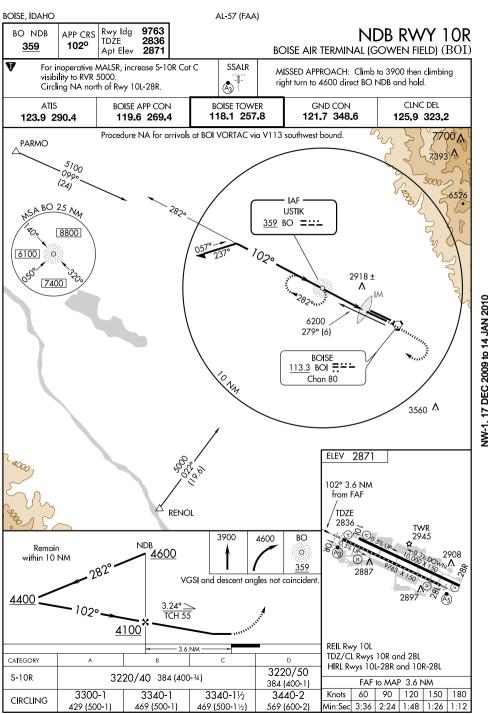








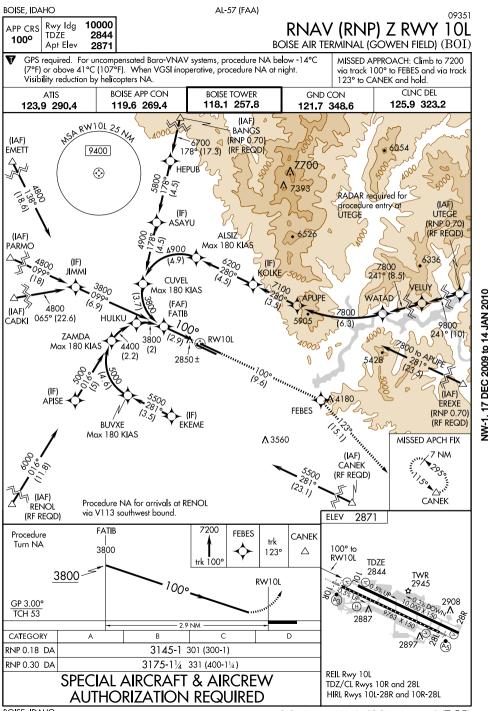


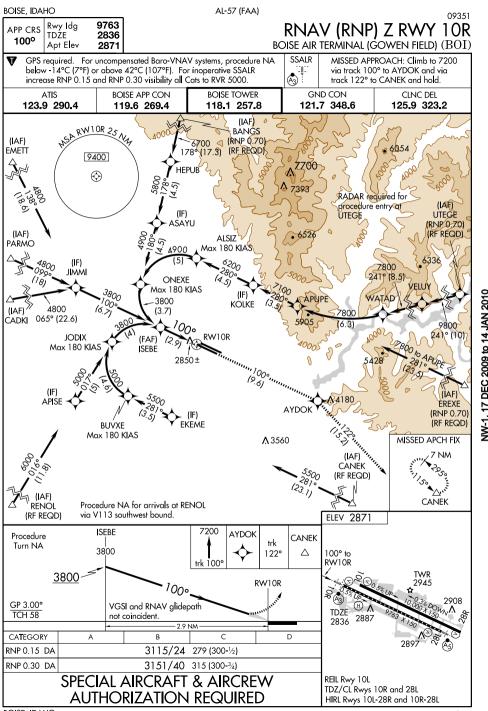


BOISE, IDAHO AL-57 (FAA) Rwy Idg 10000 WAAS RNAV (GPS) Y RWY 10L APP CRS CH **78102** 2844 TDŹE 100° BOISE AIR TERMINAL (GOWEN FIELD) (BOI) 2871 Apt Elev W10A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (108°F). MISSED APPROACH: Climb to 7200 direct JARID Circling NA north of Rwys 10L and 28R. DME/DME RNP- 0.3 NA. and via track 115° to CANEK and hold. Visibility reduction by helicopters NA. **ATIS BOISE APP CON BOISE TOWER** GND CON CLNC DEL 123.9 290.4 118.1 257.8 121.7 348.6 125.9 323.2 119.6 269.4 Procedure NA for arrivals at RENOL via V113 southwest bound. and arrivals at PARMO via V500 northwest bound. (IAF) PÁRMO 5200 NOPT (IAF) 0988 NICPE 116.61 (IF/IAF) ATTOL 1000 NW-1, 17 DEC 2009 to 14, IAN 2010 5 NM 4100 '00° (FAF) 17.41 MIGEE RW10L 25 NA 2880± (IAF) 2867± BÒYĆA 9400 Innan Somme MISSED APCH FIX ELEV 2871 100° to RENOL CANEK RW10L 7200 JARID 5 NM CANEK trk **TDZE** ATTOL Holding Pattern 1159 Δ 2844 *LNAV only MIGEE 5200 2908 *1.2 NM to 1000 RW10L 2887 RW10L A GS 3.00° 4100 TCH 53 7.4 NM 2.6 NM-CATEGORY Α D LPV DA 3094-1 250 (300-1) LNAV/ DA 3173-11/4 329 (400-11/4) VNAV 3280-11/4 3280-11/2 LNAV MDA 3280-1 436 (500-1) **REIL Rwy 10L** 436 (500-11/4) 436 (500-11/2) TDZ/CL Rwys 10R and 28L 3440-11/2 3440-2 HIRL Rwys 10L-28R and 10R-28L CIRCLING 3440-1 569 (600-1) 569 (600-11/2) 569 (600-2)

AL-57 (FAA) BOISE, IDAHO WAAS Rwy Ida 9763 RNAV (GPS) Y RWY 10R APP CRS CH 40203 TDŹE 2836 100° BOISE AIR TERMINAL (GOWEN FIELD) (BOI) 2871 Apt Elev W10B For inoperative SSALR, increase LNAV Cat. D visibility to RVR 6000. SSALR MISSED APPROACH: Climb to 7200 For uncompensated Baro-VNAV systems, LNAV/VNÁV NA below H -20°C (-4°F) or above 42°C (107°F). direct PUKIF and via track 11.5° to CANEK and hold. Circling NA north of Rwys 10L and 28R. (Å3) DME/DME RNP- 0.3 NA. **ATIS** BOISE APP CON **BOISE TOWER** GND CON CLNC DEL 125.9 323.2 123.9 290.4 119.6 269.4 118.1 257.8 121.7 348.6 Procedure NA for arrivals at RENOL via V113 southwest bound. and arrivals at PARMO via V500 northwest bound. Maximum holding airspeed 230 KIAS. 5200 NOPT (IAF) (IAF) NICPE 0000 PARMO 116.61 (IF/IAF) WONIT 100° 4100 NW-1, 17 DEC 2009 to 14 JAN 2010 oñ. (FAF) ŠITŠÉ RW10R 25 Ny 2867± 2850± (IAF) **PUKIE** RW10R **BOYCA** Tunnel Somme 9400 MISSED APCH FIX 7 NM **ELEV** 2871 RENOL CANEK 100° to RW10R VGSI and RNAV glidepath not coincident. 7200 PUKIF CANEK trk 5 NM TDZE WONIT 115° Δ Holding Pattern 2836 TWR 2945 SITSE * LNAV only *1.1 NM to 5200 2908 1000 RW10R RW10R 2887 GS 3.00° 410C TCH 58 2.7 NM 7.2 NM CATEGORY Α В Е 3086/24 LPV DA 250 (300-1/2) LNAV/ DΑ 3189/40 353 (400-34) VNAV 3240/40 LNAV MDA 3240/24 404 (400-1/2) 3240/50 404 (400-1) REIL Rwy 10L 404 (400-3/4) TDZ/CL Rwys 10R and 28L 3440-11/2 3440-2 3860-3 HIRL Rwys 10L-28R and 10R-28L CIRCLING 3440-1 569 (600-1) 989 (1000-3) 569 (600-1½) 569 (600-2)

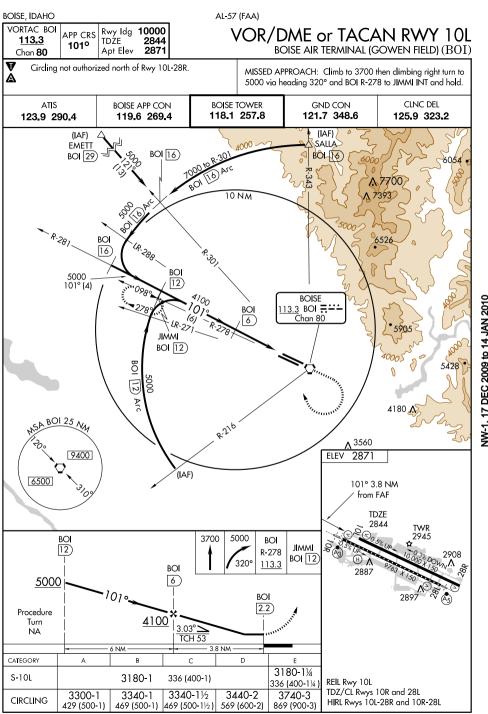
BOISE, IDAHO AL-57 (FAA) RNAV (GPS) Y RWY 28R WAAS Rwy Idg 10000 APP CRS CH 65803 TDŹE 2871 280° BOISE AIR TERMINAL (GOWEN FIELD) (BOI) **W28B** Apt Elev 2871 V For uncompensated Baro-VNAV systems, LNAV/VNAV NA MISSED APPROACH: Climb to 6000 direct ATTOL below -20°C (-4°F) or above 43°C (109°F). and hold, continue climb-in-hold to 6000. DME/DME RNP-0.3 NA. Circling NA north of Rwy 10L-28R. CLNC DEL ATIS BOISE APP CON **BOISE TOWER** GND CON 123.9 290.4 119.6 269.4 118.1 257.8 121.7 348.6 125.9 323.2 6526 6336 ATTOL 5 NM RW28R **BOKTE** 5428 4 NM to 2993± RW28R 3113± ~280° 4148 ± 3559± A NW-1 17 DEC 2009 to 14 JAN 2010 (FAF) (IF) FEBES EMIME IRUSE 3560_A 5500 GONSE 15A RW28R 25 1/4 280° (2) 9400 \bigcirc 7800 341 (6.5 ELEV 2871 **CANEK** Procedure NA for arrivals at CANEK via V4-253-330 southeast bound. 6000 ATTOL IRUSE **EMIME FEBES** 6800 **BOKTE** .280° *LNAV only 4 NM to *1.9 NM to RW28R Procedure 2908 6000 RW28R Turn NA kW28R 2887 4200* GS 3.00° *55*00 TCH 53 289 1.9 NM → 2.1 NM → - 3.9 NM--2 NM --4.1 NM · **TDZE** CATEGORY 280° to 2871 RW28R LPV 3147/50 DA 276 (300-1) LNAV/ DA 3271-11/2 400 (400-11/2) VNAV 3520-134 3520-2 LNAV MDA 3520/50 649 (700-1) **REIL Rwy 10L** 649 (700-134) 649 (700-2) TDZ/CL Rwys 10R and 28L 3520-134 3520-2 CIRCLING 3520-1 649 (700-1) HIRL Rwys 10L-28R and 10R-28L 649 (700-134) 649 (700-2)

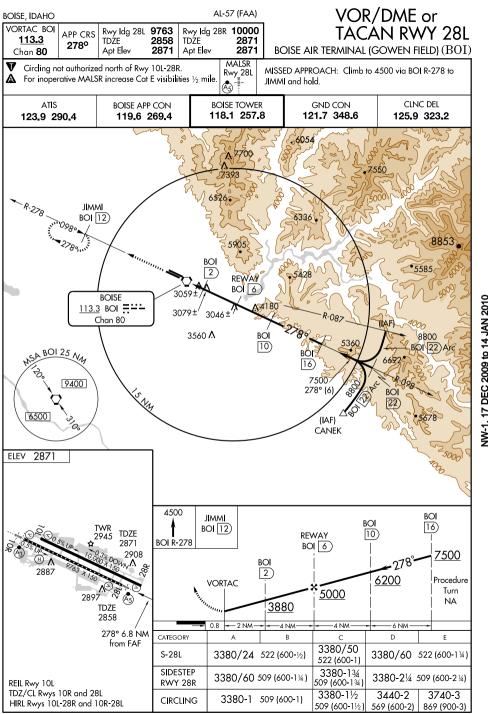


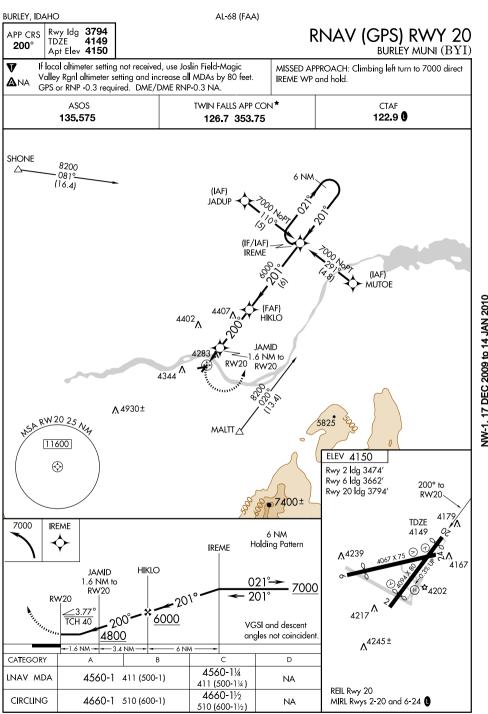


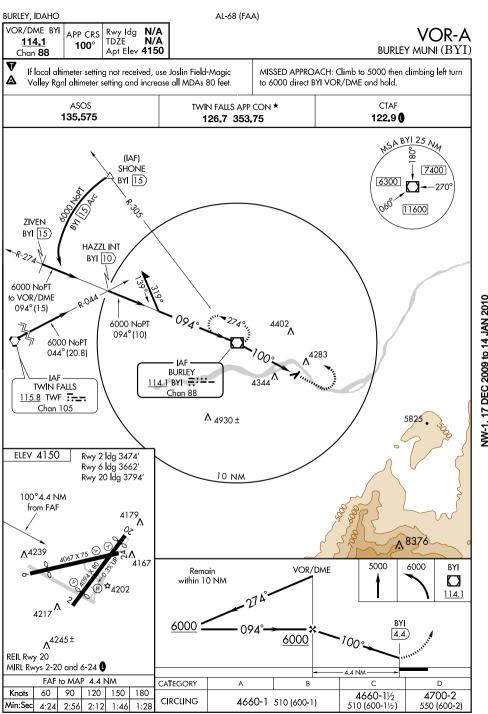
AL-57 (FAA) BOISE, IDAHO 09351 9763 RNAV (RNP) Z RWY 28L BOISE AIR TERMINAL (GOWEN FIELD) (BOI) Rwy Ida APP CRS 2858 TDŹE 2800 Apt Elev 2871 GPS required. For uncompensated Baro-VNAV systems, procedure NA MALSR MISSED APPROACH: Climb to 6000 below -14°C (7°F) or above 42°C (107°F). For inoperative MALSR via track 280° to JIMMI and hold. (Å5) increase RNP 0.15 and RNP 0.25 visibility to RVR 6000, and RNP 0.30 to 11/2. continue climb-in-hold to 6000. CLNC DEL **BOISE APP CON** ATIS **BOISE TOWER** GND CON 118.1 257.8 125.9 323.2 123.9 290.4 119.6 269.4 121.7 348.6 8900 MISSED APCH FIX 700A (IAF) 32% (17.6) BANGS (RMP 0.30) (RE REOD) **tODZ** 7700 165° (8) 5 NM (IF) **EMETT** IBECO (RNP 0.30) (RF REQD) RADAR required for Max 180 KIAS procedure entry at **CEPAV** (IAF) to HOBSI UTEGE **IDOCY** 3900 (RNP 0.50) ICUJY 276° (1.5) 10300 (RF REQD) Max 180 KIAS 4200 PARMO ///.2/ 3900 208° (10.3) 2913± (0.6)/CEPAV 280° JADWI (RNP 0.30) NW-1, 17 DEC 2009 to 14, IAN 201 (1.1)UNCOY 4900 (RF REQD) ZABEV 5428 6000 2993±73 (26.8) 1110 إلا 5585 5000 (FAF) 3900 JUBEN 2800 (2) HOBSI (IF) TAYF HUBAS ZOVAM (7.6) 5800 CIPSA Max 180 KIAS 084° (27.8) 4300 280° 8000 280° (1.5)(IAF) (1.2)(4)ROKTY FLUMY (4.5)CADK **NFWKU** SAKVY Max 180 KIAS (RNP 0.30) 3560 (IAF) 454 RW28L 25 1/2 5360 (RF REQD) EREXE 5200 (RNP 0.50) (IF) 008° 5800 DIKAC (4.1)9400 (19.5) \bigcirc (IAF) RENOL Procedure NA for arrivals at RENOL (IAF) (RNP 0.30) CANER via V113 southwest bound. (RF REQD) (RNP 0.50) **ELEV** 2871 6000 **HOBSI** IMMI Procedure Turn NA 3900 trk 280° 3900 RW28L 2908 GP 3.00° 2887 TCH 50 3.1 NM 289 CATEGORY D **TDZE** RNP 0.15 DA 3228/40 370 (400-3/4) 2858 280° to RNP 0.25 DA 3250/50 392 (400-1) RW28L RNP 0.30 DA 3315/60 457 (500-11/4) **REIL Rwy 10L** SPECIAL AIRCRAFT & AIRCREW TDZ/CL Rwys 10R and 28L HIRL Rwys 10L-28R and 10R-28L **AUTHORIZATION REQUIRED**

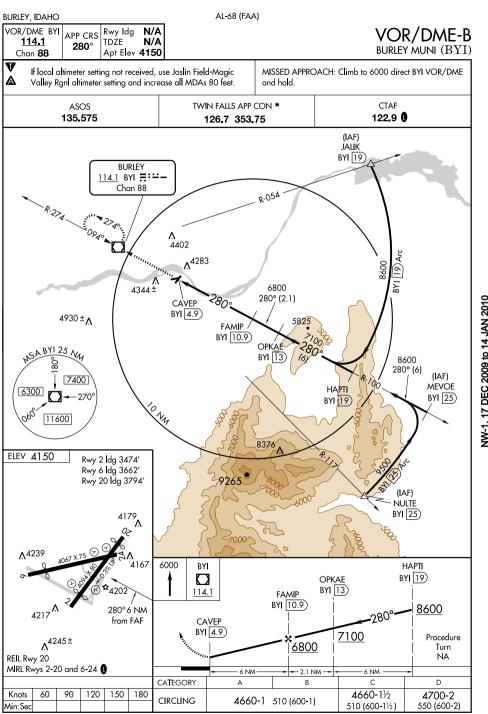
BOISE, IDAHO AL-57 (FAA) 09351 RNAV (RNP) Z RWY 28R BOISE AIR TERMINAL (GOWEN FIELD) (BOI) APP CRS | Rwy Ida 10000 2871 280° Apt Elev 2871 GPS required. For uncompensated Baro-VNAV systems, MISSED APPROACH: Climb to 6000 via track 280° to ATTOL procedure NA below -14°C (7°F) or above 42°C (107°F). and hold, continue climb-in-hold to 6000. Visibility reduction by helicopters NA. CINC DEL **BOISE APP CON** BOISE TOWER ATIS GND CON 118.1 257.8 125.9 323.2 123.9 290.4 119.6 269.4 121.7 348.6 700A BANGS 8900 MISSED APCH FIX 329 (17.6) (RMP 0.30) (RE REOD) **tODZ** AΠOL 7700 165° (8) 5 NM (IF) **EMETT** IBECO (RNP 0.30) (RF REQD) RADAR required for procedure entry at (IAF) UTEGE (RNP 0.30) 10300 (RF REQD) Max 180 KIAS 208° (10.3) 2913± 3900 (RNP 0.30) NW-1 17 DEC 2009 to 14 JAN 201 280° (1.3) N4300 4900 (RF REQD) ZABEV 5428 (3.1) (2) 6000 2993± /3 (26.8) 1110 إلا 5585 5000 (FAF) 3900 JUBEN 280° (2) HAPNU (IF) TAYF HUBAS **FEGNI** (7.6) 5800 (IF) **HEGUT** 280° MUFPI Max 180 KIAS 084° (27.8) 8000 43Ò0 (IAF) 280° (4)(1.2) SAKVY ROKTY FLUMY (4.6)CADK 260° (4) Max 180 KIAS (RNP 0.30) (IAF) NSA RW28R 25 NA 5360 (RF REQD) EREXE 5200 (RNP 0.30) (IF) 010° 5800 DIKAC (4.2)9400 (19.5) \bigcirc (IAF) RENOL Procedure NA for arrivals at RENOL (IAF) (RNP 0.30) CANER via V113 southwest bound. (RF REQD) (RNP 0.30) **ELEV** 2871 6000 HAPNU ATTOL Procedure Turn NA 3900 trk 280° 3900 RW28R 2908 GP 3.00° 2887 TCH 52 3 NM 289 CATEGORY В D Α TDZE 3204/60 333 (400-11/4) 2871 RNP 0.15 DA RW28R RNP 0.30 DA 3304-11/2 433 (500-11/2) **REIL Rwy 10L** SPECIAL AIRCRAFT & AIRCREW TDZ/CL Rwys 10R and 28L HIRL Rwys 10L-28R and 10R-28L **AUTHORIZATION REQUIRED**

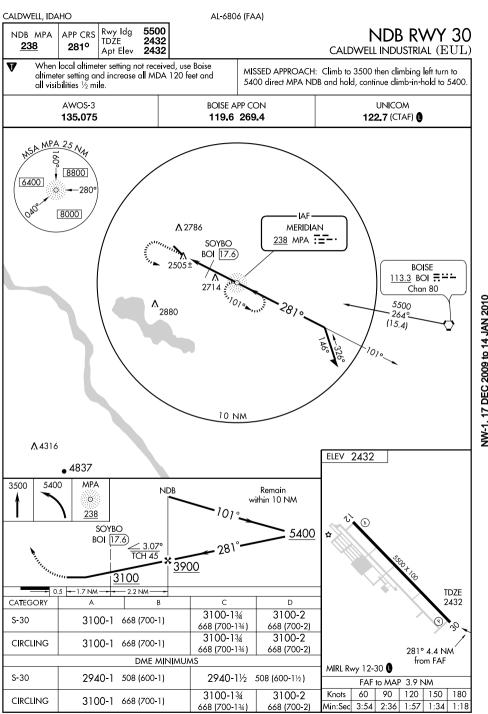


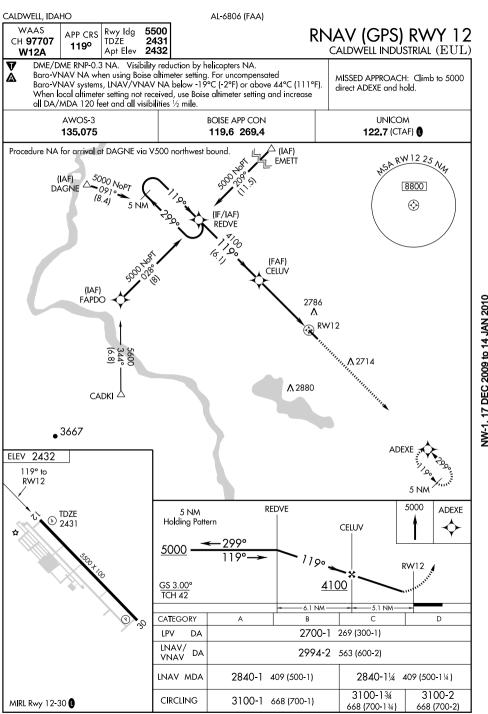


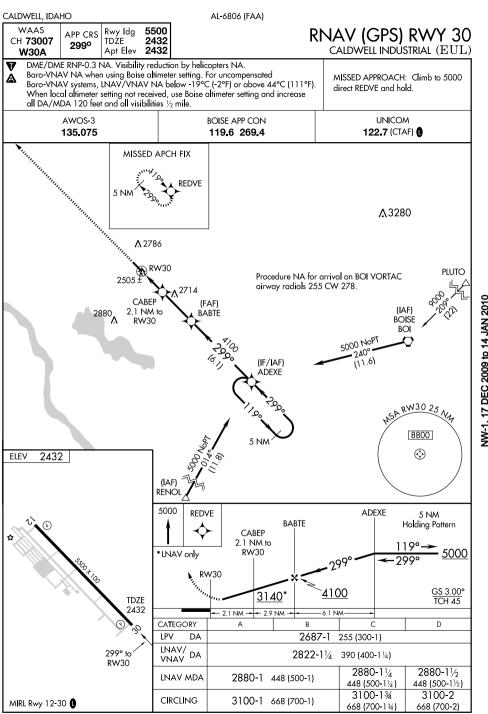




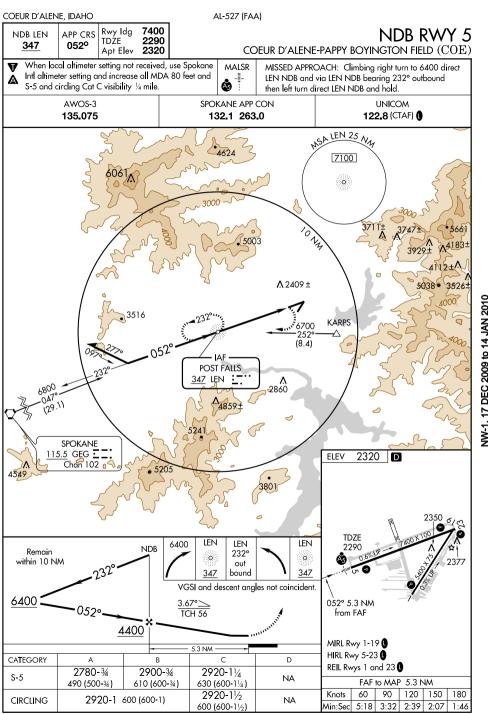




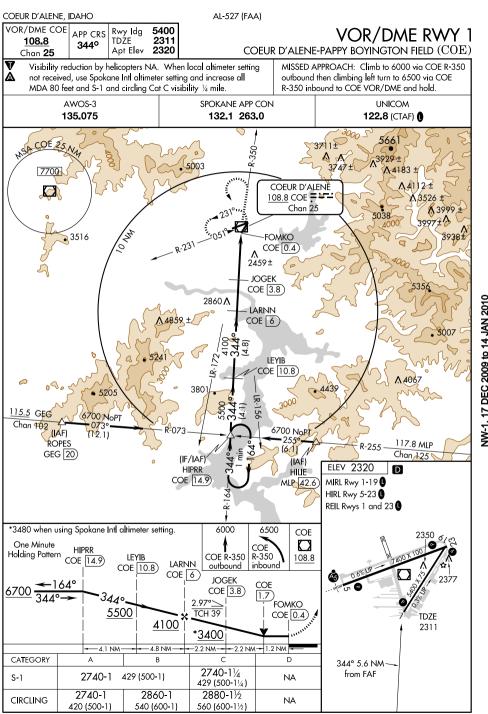


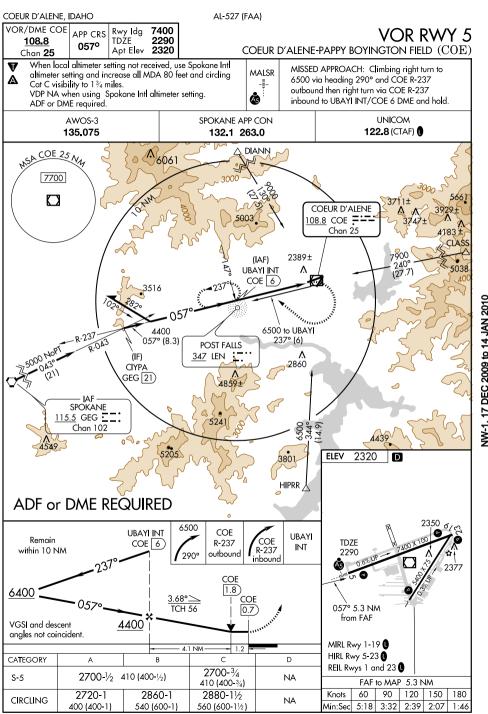


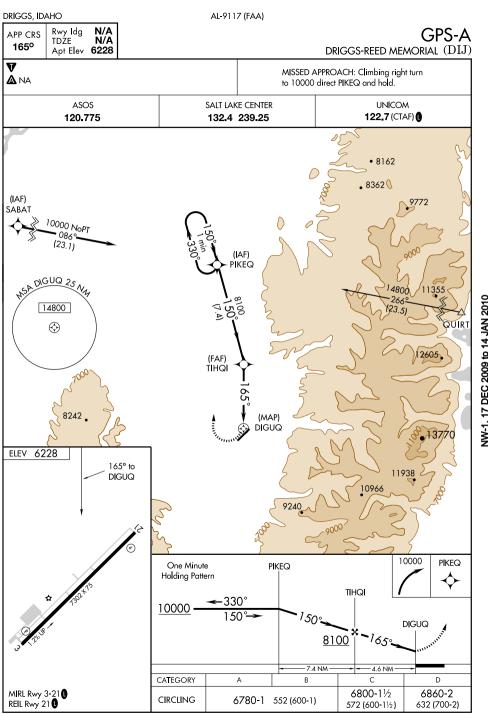
COEUR D'ALENE, IDAHO AL-527 (FAA) 7400 Rwy Ida ILS or LOC/DME RWY 5 IOC I-COF APP CRS TDŹE 2290 110.7 0510 COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE) Apt Elev 2320 V MISSED APPROACH: Climb to 2900 then Simultaneous reception of I-COE localizer and COE DME required. MALSR climbing left turn to 6000 via COE R-350 A Autopilot coupled approach NA below 2795. outbound then climbing left turn to 6500 via When local altimeter setting not received, use Spokane Intl altimeter COE R-350 inbound to COE VOR/DME Å setting and increase all DA/MDA 80 feet and all visibilities ¼ mile. and hold. UNICOM AWOS-3 SPOKANE APP CON 122.8 (CTAF) 0 135.075 132.1 263.0 MSA COE 25 Ny DIANN 6061 LOCALIZER 110.7 GEG 40.3 I-COE ::-: 7700 3747 ± 5003 CLASS GEG 62.5 7900 DME REQUIRED 2359± 240° ONUCU (27.7) COE 4.3 CIPLIT VW-1, 17 DEC 2009 to 14, IAN 2010 COE 7.4 TIYOS IAF COE 0.7 SPOKANE 4500 COEUR D'ALENE 6400 to POBIY <u>115.5</u> GEG **- □**: 231° 108.8 COE = -232° (14.3) Chan 102 Chan 25 **∆** 2860 (IF/IAF) POBIY ,5600 NOPT COE 14.3) (20.81 5241 HILE MLP 42.6 4439 5205 3801 ELEV 2320 Procedure NA for arrivals at GEG VORTAC via airway radials 006 CW 073. 2900 6500 6000 COE Use COF DMF when on the COE COE localizer course. R-350 R-350 POBIY outbound inbound One Minute 108.8 COE Holding Pattern CIPUT 14.3) COE 7.4 TDZE ONUCU 2290 COE 4.3 4500 **TIYOS** 0510 COE 0.7 4500 GS 3.00° *3480 051° 6.7 NM TCH 56 *LOC only from FAF 6.9 NM 3.1 NM--3.6 NM D CATEGORY 2490-1/2 200 (200-1/2) S-ILS 5 2860-1 2860-11/4 S-LOC 5 2860-1/2 570 (600-1/2) MIRL Rwy 1-19 1 570 (600-1) 570 (600-11/4) HIRL Rwy 5-23 0 2880-11/2 2880-2 CIRCLING 2860-1 540 (600-1) 560 (600-2) REIL Rwys 1 and 23 1 560 (600-11/2)

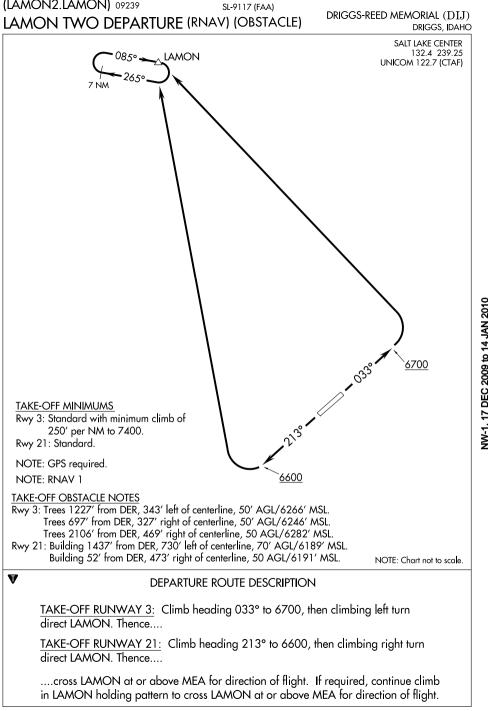


COEUR D'ALENE, IDAHO AL-527 (FAA) WAAS Rwy Ida 7400 RNAV (GPS) RWY 5 APP CRS CH 70608 TDŹE 2290 051° COEUR D'ALENE-PAPPY BOYINGTON FIELD (COE) Apt Elev 2320 W05A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP- 0.3 NA. MISSED APPROACH: Climb to 7000 A MALSR When local altimeter setting not received, use Spokane Intl altimeter direct CIMAL and via 335° track to setting and increase all DA/MDA 80 feet and all visibilities 1/2 mile. CODSA and via 269° track to DIANN Baro-VNAV and VDP NA when using Spokane Intl altimeter setting. å and hold. For inoperative MALSR when using Spokane Intl altimeter setting, increase LNAV Cats A and B visibility 1/4 mile. AWOS-3 SPOKANE APP CON UNICOM 135,075 132.1 263.0 122.8 (CTAF) (MISSED APCH FIX (IAF) DIANN JÒMŔU CODSA 7 NM 2369± 2359± 🔥 CIMAL Procedure NA for RW05 arrivals at GEG VORTAC via airway radials 006 CW 073. NW-1, 17 DEC 2009 to 14 JAN 2010 4500 (FAF) 051 CIPUT (6.9) NSA RW 05 25 N 051° 2860 Λ (IF/IAF) 5600 NOPT POBIY 7700 5600 337° (4.7) (A) (IAF) SPÒKÁNE 5241 GEG 7300 NoPT 3801 337° (4.5) **ELEV 2320** ROPES 7000 CIMAL CODSA DIANN 5 NM 335° 269° Holding Pattern **POBIY** track Δ track CIPUT *LNAV only **TDZE** 5600 *1.3 NM to 4500 2290 0510 RW05 **RW05** GS 3.00° 4500 TCH 56 051° to 6.9 NM 5.4 NM **RW05** В D CATEGORY LPV DA 2490-1/2 200 (200-1/2) LNAV/ 2653-3/4 363 (400-3/4) VNAV 2740-3/4 2740-1 LNAV MDA 2740-1/2 450 (500-1/2) MIRL Rwy 1-19 (450 (500-3/4) 450 (500-1) HIRL Rwy 5-23 2740-1 2860-1 2880-11/2 2880-2 CIRCLING REIL Rwys 1 and 23 🗓 420 (500-1) 540 (600-1) 560 (600-11/2) 560 (600-2)





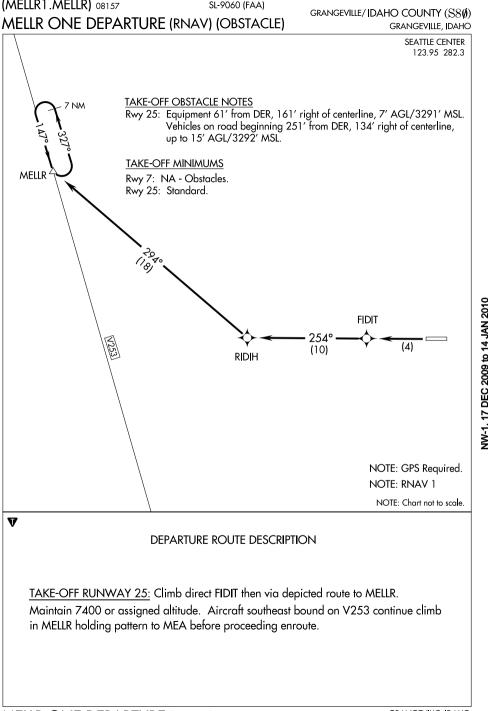


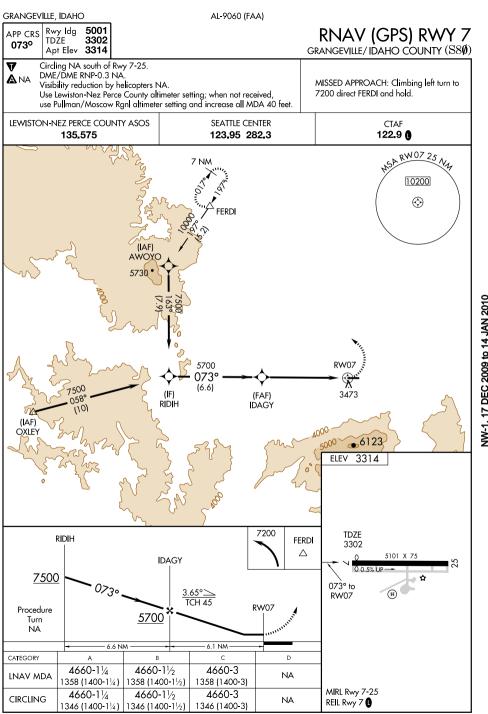


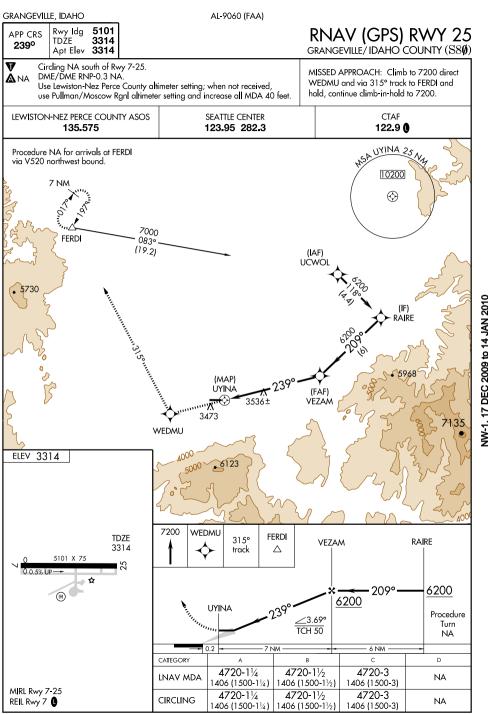
DRIGGS, IDAHO AL-9117 (FAA) Rwy Idg 7302 RNAV (GPS) RWY 3 APP CRS TDŹE 6180 018° DRIGGS-REED MEMORIAL (D.I.J.) Apt Elev 6228 V MISSED APPROACH: Climb to 9000 direct TETDO DME/DME RNP-0.3 NA. **A** NA and via 309° track to LAMON and hold. ASOS SALT LAKE CENTER UNICOM 120.775 132.4 239.25 122.7 (CTAF) 1 NSA DIVVE 25 Ny .·· 085°**⊾** \triangle LAMON 15000 ,0400 1,08 $\langle \! \rangle$ 12605 **TETDO** 8242 (MAP) DIVVE 5259± 13770 11938 (FAF) 10966 FIXOD NW-1, 17 DEC 2009 to 14, IAN 2010 8100 349° (1.9) EYITA VICUP 9019 8700 (IF) 349° (4.1 runoc 10352 **IDAHO FALLS** 9004 IDA 10000 (IAF) 086 RUDTO (30.5) 10900 303° (4) ELEV 6228 **GIRGE** CILEG 9980 9000 **TETDO** TUNOC LAMON 309° Track Δ VICUP FIXOD 9800 3490 0.6 NM to 3.29°_ DIVVE Procedure 8700 TCH 45 DIVVE Turn 0180 8100 NA VGSI and descent angles not coincident TDZE 4.1 NM 1.9 NM 4.4 NM 0.6 0.5 6180 CATEGORY В С D LNAV MDA 6520-1 340 (400-1) MIRL Rwy 3-21 6760-1 6780-1 6800-11/2 6800-2 **CIRCLING** REIL Rwy 21 532 (600-1) 552 (600-1) 572 (600-11/2) 572 (600-2)

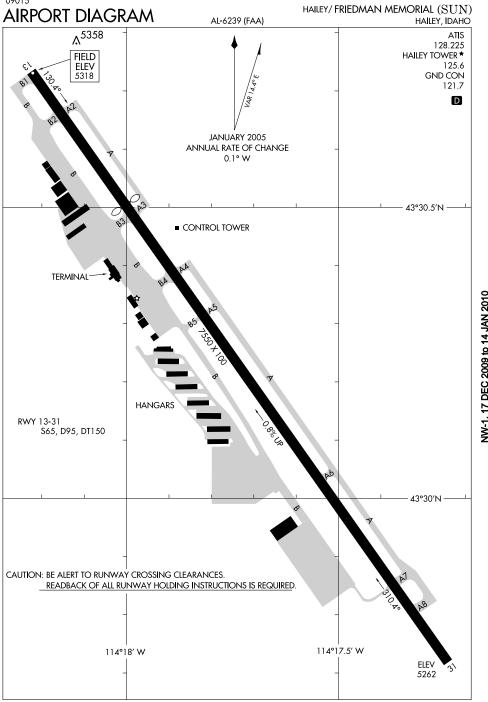
GOODING, IDA	AHO			AL-657	7 (FAA	١)			
WAAS CH 53709 W07A	APP CRS 068 °	Rwy Idg TDZE Apt Elev	4745 3710 3732					(GPS) RWY 7 ODING MUNI (GNG	
▼ DME/DME RNP- 0.3 NA. Visibility reduction by helicopters Baro-VNAV NA when using Jerome County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA belayers or uncompensated Baro-VNAV systems, LNAV/VNAV NA belayers or Classification or CTAF; when not received, us altimeter setting and increase all DA 86 feet and all MDA 100 visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cat Cat C and D ¼ mile, and circling visibility Cat C ¼ mile.						me County Increase LPV	MISSED APPROACH: Climb to 7200 direct MEVLE and left turn via 034° track to KINZE and hold.		
SALT LAKE CENTER 118.05 363.0					UNICOM 122.8 (CTAF) () *				
Procedure NA Procedure NA (IAF) ALKAL	for arrivals for arrivals	at ALKAL v	ia V253 ncia V330 so (IF/IAF FEVDA		(FAF	6500, 2500	RW07 - 3841 - 3841 - 3841	MISSED APCH FIX 7 NM 10 10 10 10 10 10 10 10 10 10 10 10 10	M 4 47 DEC 2000 44 14N 2040
							ELEV 3732	2	-
5 NM Holding Patt	ern FEV 248° 068°→	~DO	68°~	7200 MEVL	- c	RW07	068° to RW07 TDZE		
GS 3.00° TCH 40			5400		_		3710 1.4% UP	\$ 4745 X 75	
CATEGORY	А		B B	C	NM-	D	∧ ^{3779:}	±	
LPV DA	3960-1 250 (300-1)						"	$\Lambda^{3819\pm}$	
LNAV/ VNAV DA	4049-11/4 339 (400-11/4)								
LNAV MDA	412	20-1 410	(400-1)	4120-1					
CIRCLING	420	50-1 528	(600-1)	4260-1 528 (600-		4300-2 568 (600-2)	MIRL Rwy 7-	25 Q *	

GOODING, IDAHO AL-657 (FAA) WAAS 4745 Rwy Idg RNAV (GPS) RWY 25 APP CRS CH **45909** TDŹE 3732 2480 GOODING MUNI (GNG) Apt Elev W25A 3732 DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Jerome County altimeter setting. A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). MISSED APPROACH: Climb to 5900 Obtain local altimeter setting on CTAF; when not received, use Jerome County direct FEVDO and hold. altimeter setting and increase all DA 86 feet and all MDA 100 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV visibility Cat C and D ¼ mile, and circling visibility Cat C ¼ mile. SALT LAKE CENTER UNICOM 122.8 (CTAF) 0 * 118.05 363.0 (IAF) NSA RW 25 25 Ny Procedure NA for arrivals at KINZE via V330 northeast bound. KINZE A Procedure NA for arrivals at JEROT via V4 eastbound. 8100 **(** Soft Soft (FAF) NW-1, 17 DEC 2009 to 14 JAN 2010 MEVLE 5400 WABNU 248° RW25 (6.3)**FEVDO** 3841 5 NM 3732 **ELEV** (IAF) JĖROT 4993 **∧** 5900 **FEVDO** WABNU MFVIF 6300 248° to Procedure RW25 Turn NA RW25 5400 ψ GS 3.00° 4745 X 75 1.4% UP --**TDZE** TCH 40 3732 5 NM 6.3 NM Λ^{3779±} CATEGORY В D ۸^{3819±} LPV DA 4006-1 274 (300-1) LNAV/ 4211-13/4 479 (500-13/4) DA VNAV 4200-11/4 4200-11/2 LNAV MDA 4200-1 468 (500-1) 468 (500-11/4) 468 (500-11/2) 4260-11/2 4300-2 CIRCLING 4260-1 528 (600-1) MIRL Rwy 7-25 (1) * 528 (600-11/2) 568 (600-2)



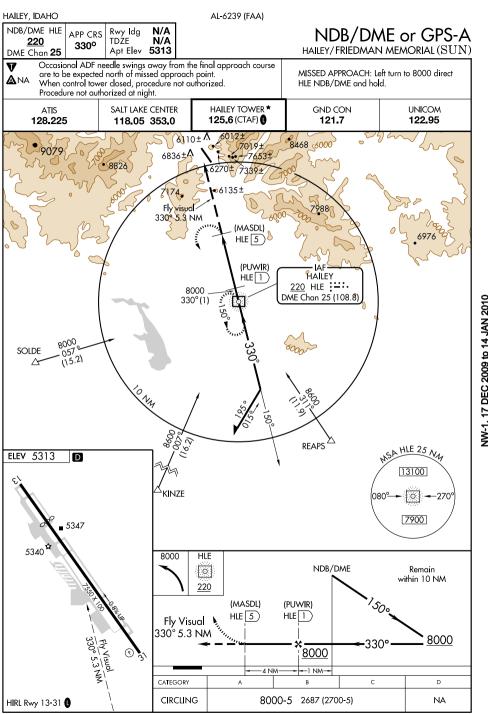


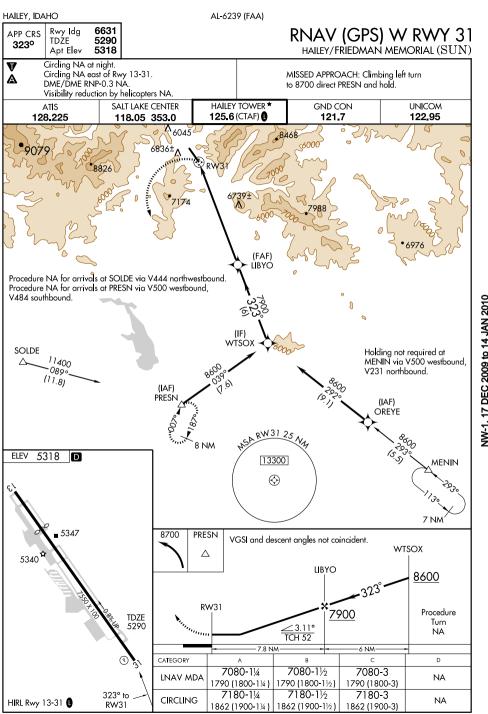


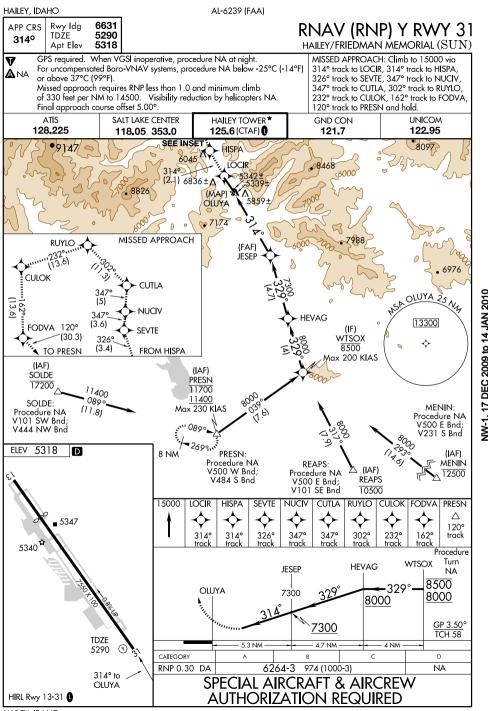


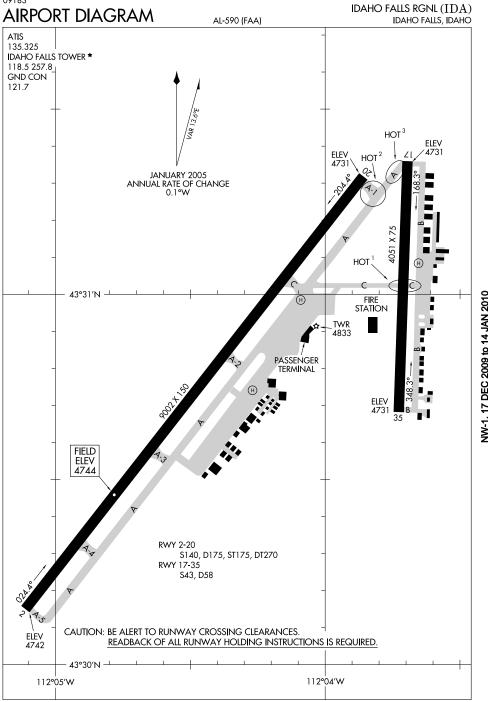
(AUREL2.AUREL) 07298 SL-6239 (FAA) HAILEY/ FRIEDMAN MEMORIAL (SUN) AURELIA TWO DEPARTURE (RNAV) HAILEY, IDAHÓ GND CON TAKE-OFF OBSTACLE NOTES 121.7 Rwy 13: Multiple trees beginning 763' from DER, 3' right HAILEY TOWER★ 125.6 of centerline, up to 100' AGL/5345' MSL. SALT LAKE CENTER TAKE-OFF MINIMUMS 118.05 353.0 UNICOM 122.95 Rwy 13: Standard with minimum climb of 400' per NM to 6700. ATC climb of 400' per NM to 7300. Rwy 31: NA, Obstacles. NOTE: GPS Required. NOTE: RNAV 1 AMOME SIRPE 17000 8400 *9200 240° V444-500 (17) V500 SOLDE **PRESN** V500 8600 V500 **REAPS** 9500 NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 13: Climb direct AMOME, then climbing right turn direct SIRPE to cross SIRPE; cross SIRPE at or above 8400, Thence...via (Transition). PRESN TRANSITION (AUREL2.PRESN) REAPS TRANSITION (AUREL2.REAPS) SOLDE TRANSITION (AUREL2.SOLDE)

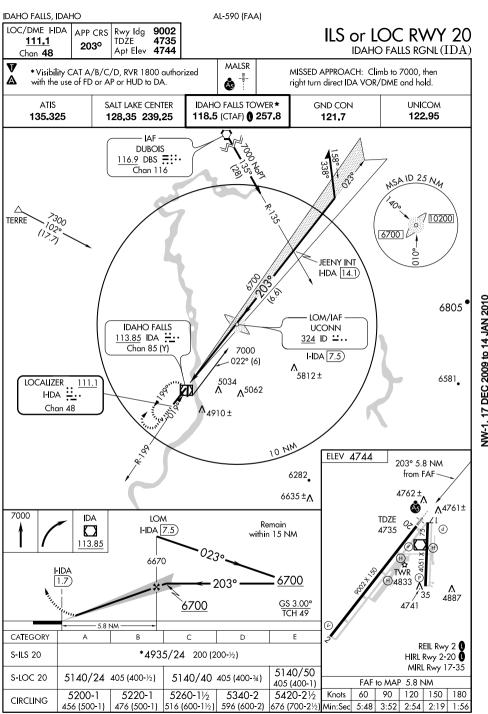
NW-1, 17 DEC 2009 to 14 JAN 2010

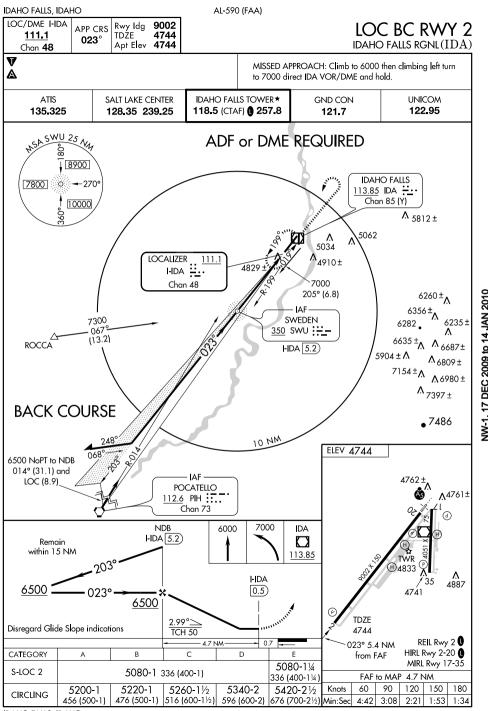


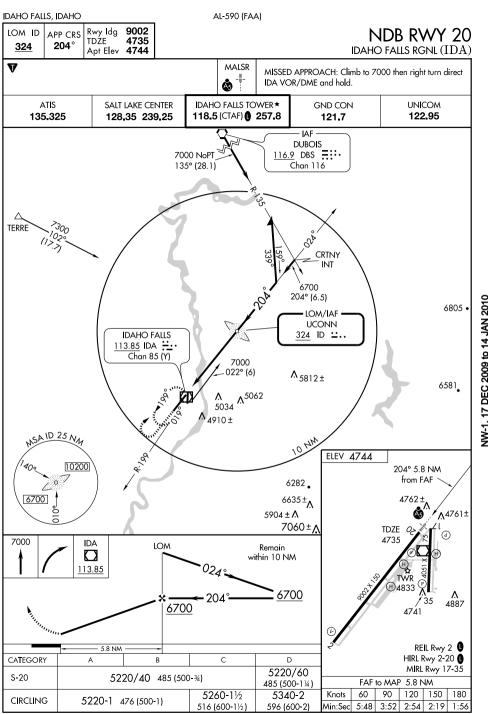


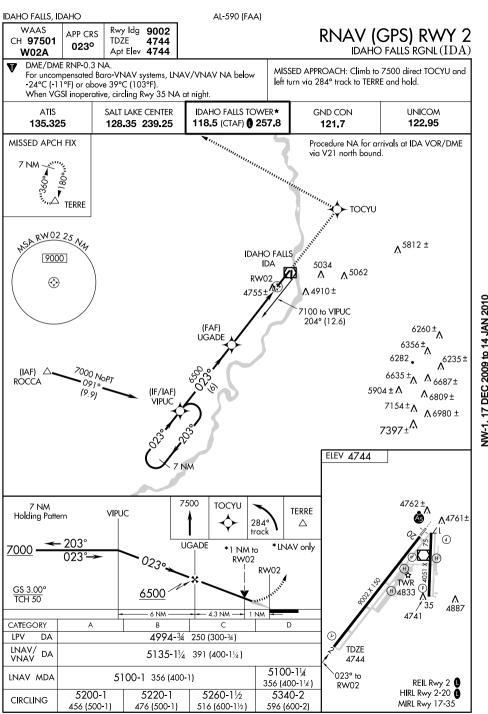


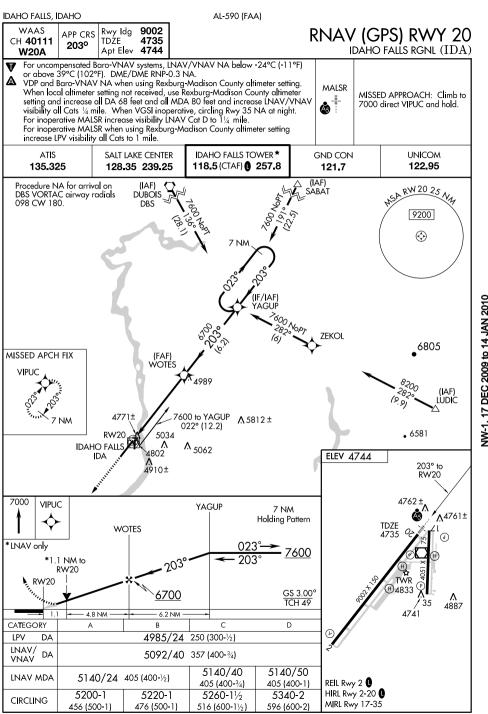


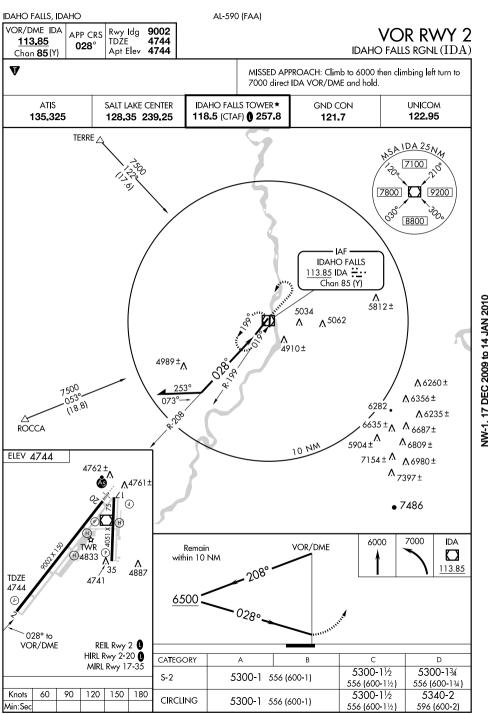




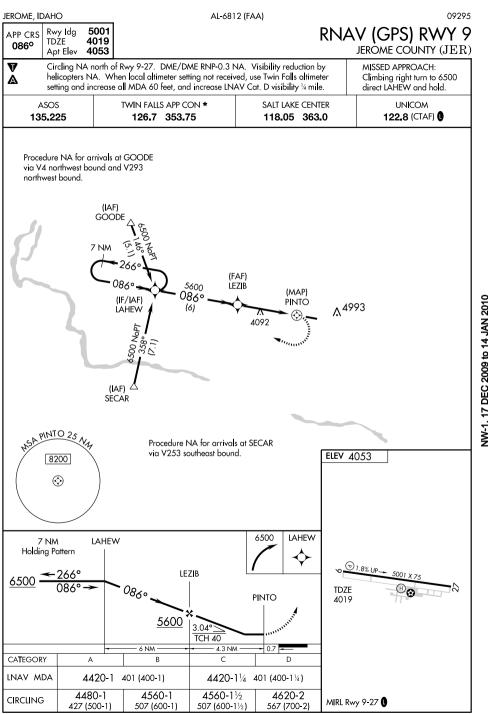


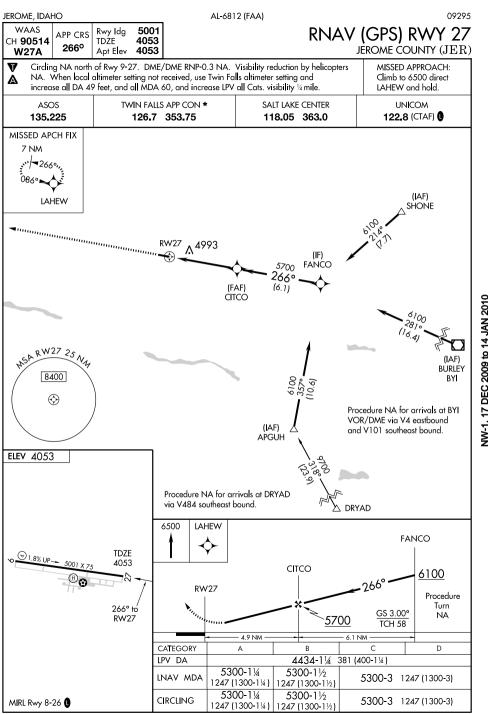


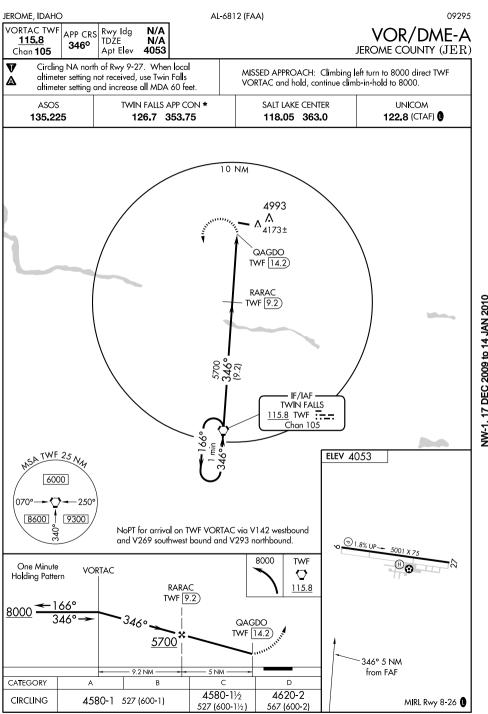


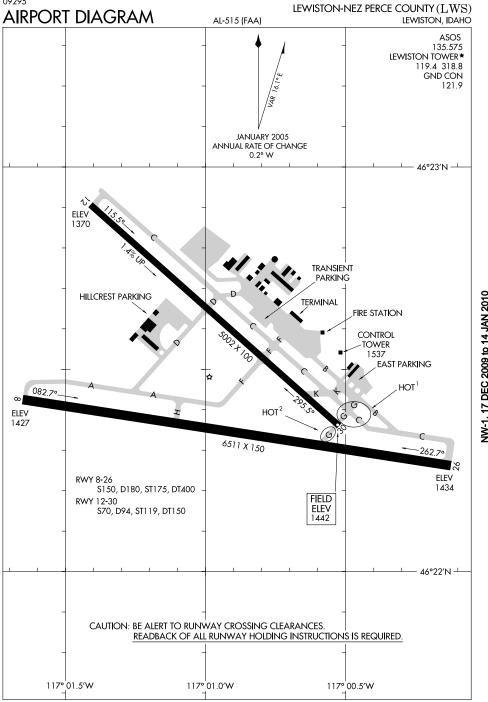


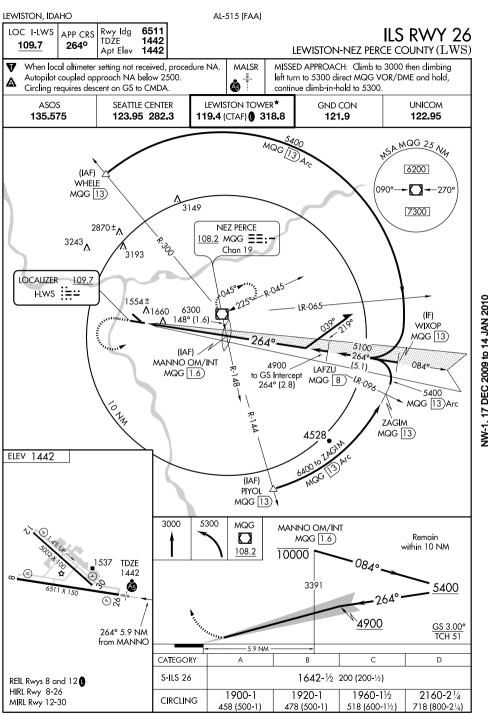
IDAHO FALLS, IDAHO AL-590 (FAA) VOR/DME IDA Rwy Idg 9002 APP CRS VOR RWY 20 TDŹE 4735 113.85 192° IDAHO FALLS RGNL (IDA) Apt Elev 4744 Chan 85 (Y) When local altimeter setting not received, use Rexburg-Madison County altimeter setting and increase all MDA 80 feet and increase all Cat B visibilities ¼ mile and increase all Cat C and D visibilities ½ mile. MALSR MISSED APPROACH: Climb to 7000 then Å right turn direct IDA VOR/DME and hold. When VGSI inoperative, circling Rwy 35 NA at night. VDP NA when using Rexburg-Madison County altimeter setting ATIS SALT LAKE CENTER IDAHO FALLS TOWER* GND CON UNICOM 118.5 (CTAF) 0 257.8 135.325 122.95 128.35 239.25 121.7 TERRE \triangle 7100 7800 9200 930° 8800 IAF -**∧** 4989 **IDAHO FALLS** <u>113.85</u> IDA ∷... Chan 85 (Y) NW-1, 17 DEC 2009 to 14, IAN 2010 . 5812± 5034 ۸ **∆** 5062 **∧**4910± **∧**6260 ± 75⁰⁰ 053° **∧**6356 ± (18.81) 6282 **∆**6235 ± 6635± ^ ∧6687 ± **ROCCA** 5904±^Λ **∧**6809 ± **ELEV 4744** 10 NM 7154±Λ _{Λ6980 ±} 192° to VOR/DME **∧**7397 ± 4762 ± ^4761± 7486 TDZE 4735 VOR/DME 7000 IDΑ Remain within 10 NM 0120 113.85 (H)4833 6900 4887 47Á1 -- 2 NM-CATEGORY D Α C 5400/60 5400-11/2 S-20 5400/24 665 (700-1/2) REIL Rwy 2 0 665 (700-11/4) 665 (700-11/2) HIRL Rwy 2-20 1 5400-13/4 5400-2 **CIRCLING** 5400-1 656 (700-1) MIRL Rwy 17-35 656 (700-134) 656 (700-2)

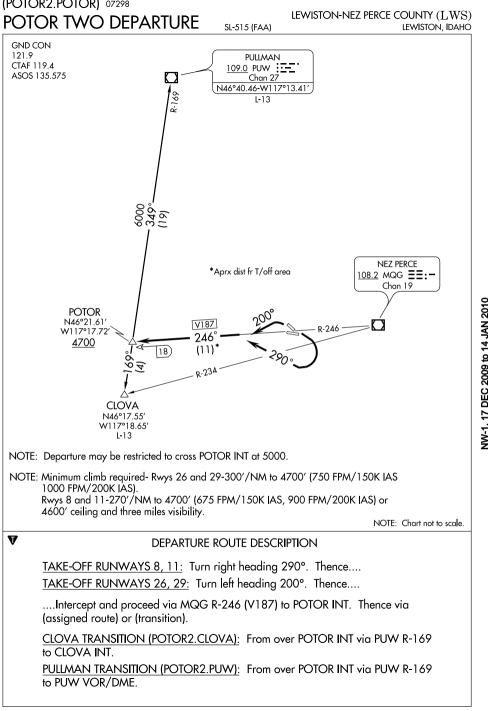


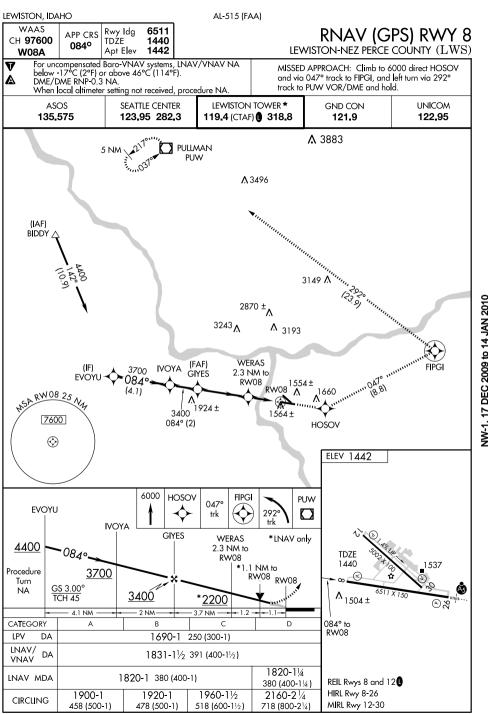


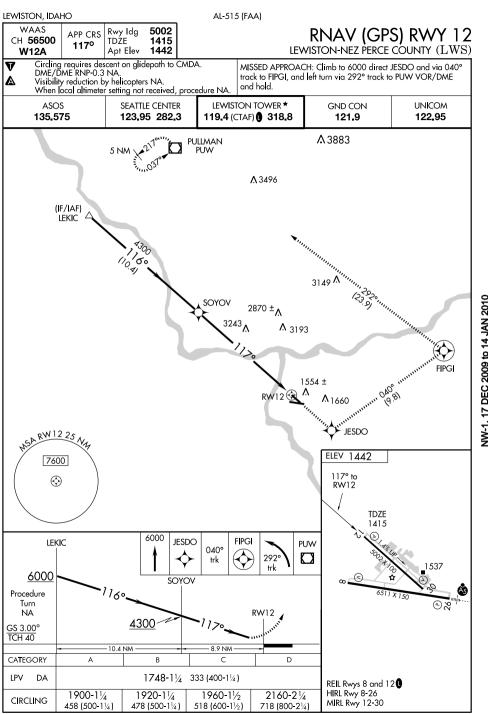


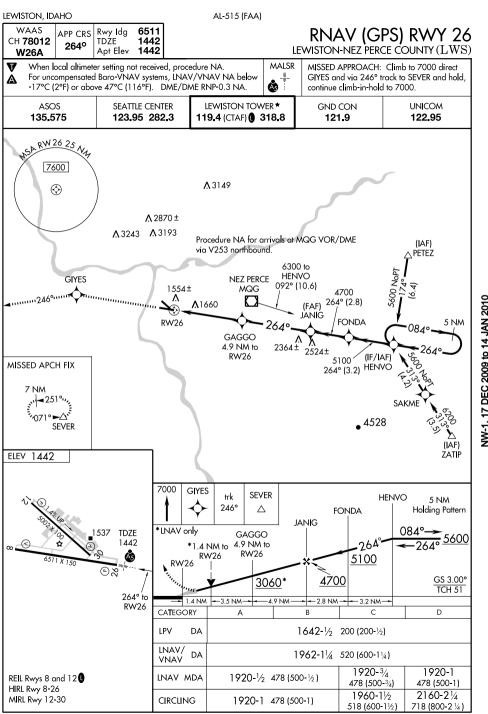


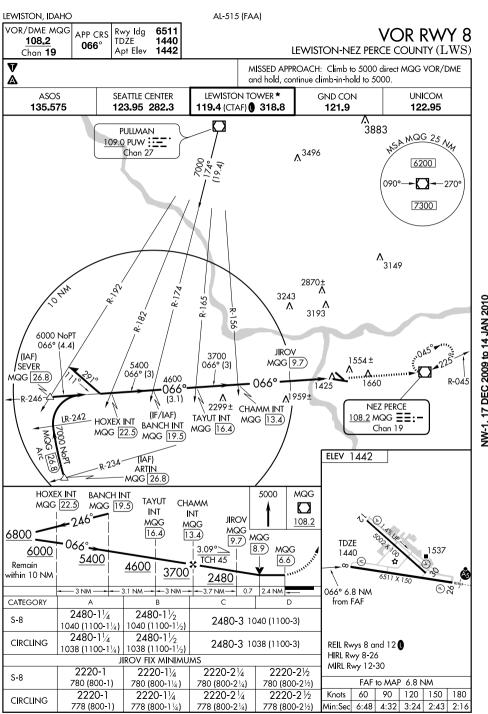


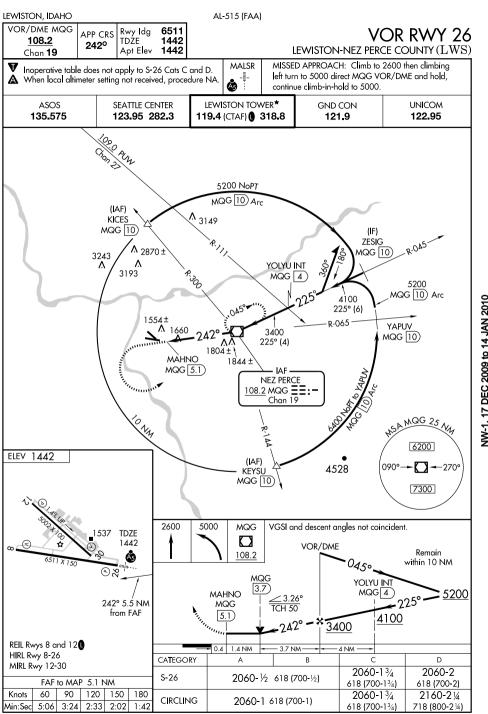


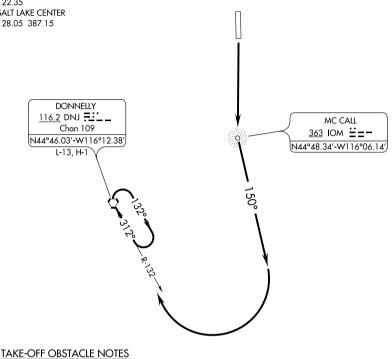












Rwy 16: Trees beginning 291' from DER, 550' left of centerline, up to 101' AGL/5180' MSL. Pole 3083' from DER, 1271' right of centerline, 34' AGL/5113' MSL.

Pole 4218' from DER, 521' left of centerline, 29' AGL/5128' MSL. Shrub 63' from DER, 289' left of centerline, 7' AGL/5013' MSL. Bldg 1066' from DER, 524' right of centerline, 36' AGL/5035' MSL. Terrain beginning 1832' from DER, 445' left of centerline, up to 5079' MSL.

TAKE-OFF MINIMUMS

Rwy 16: 200-1 or standard with minimum climb of 362' per NM to 5300.

Rwy 34: NA - Obstacles.

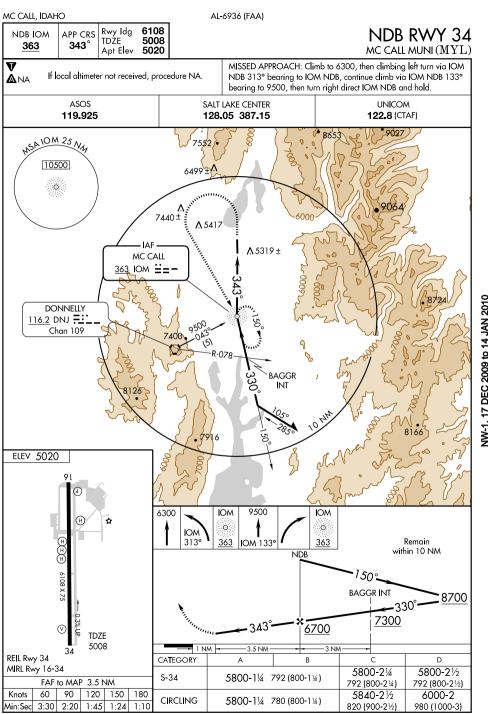
NOTE: ADF Required
NOTE: Chart not to scale.

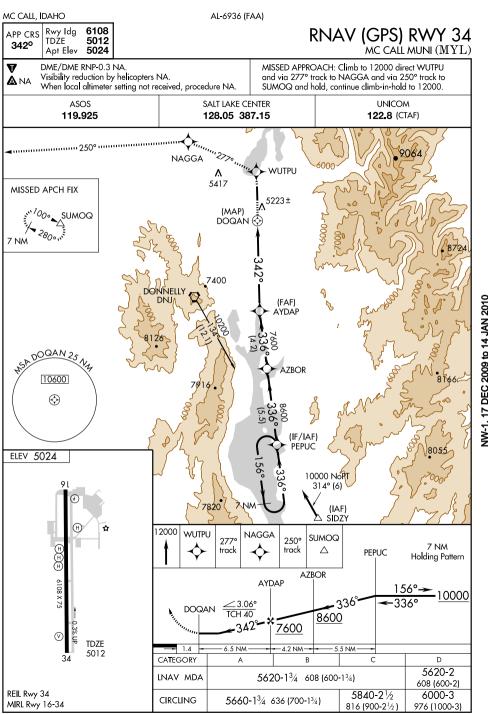


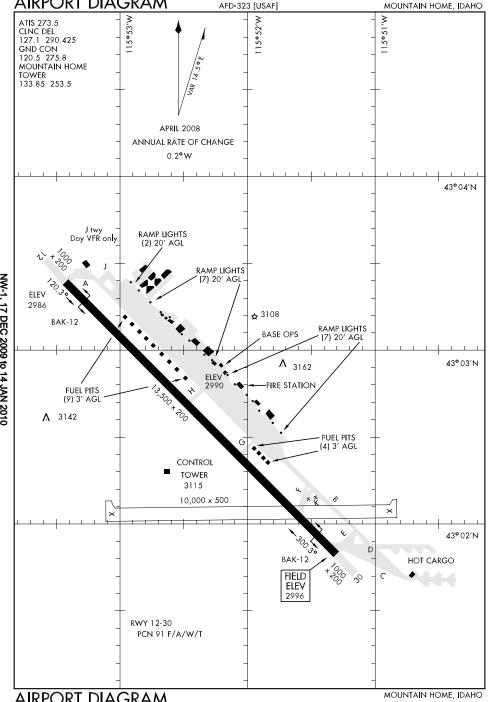
DEPARTURE ROUTE DESCRIPTION

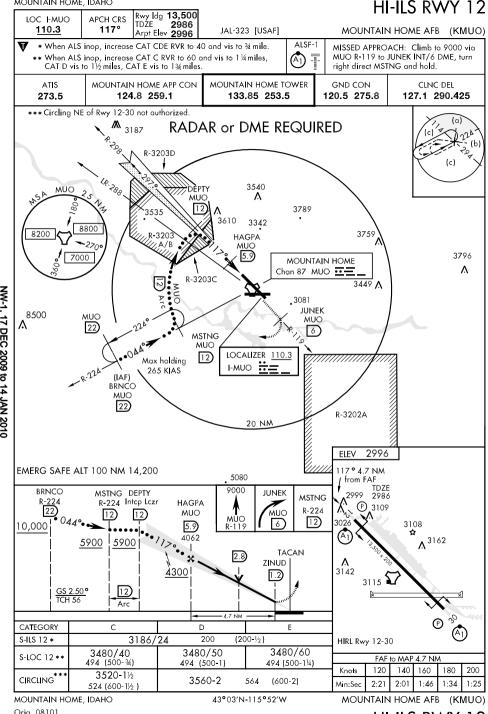
Terrain beginning 1236' from DER, 159' right of centerline, up to 5097' MSL.

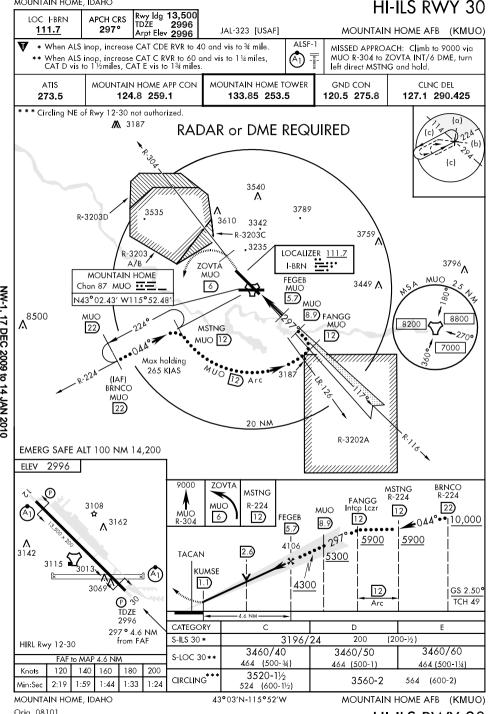
<u>TAKE-OFF RUNWAY 16:</u> Climb to 9600 direct IOM NDB and via IOM NDB 150° bearing then climbing right turn to 10400 direct DNJ VORTAC, continue climb-in-hold to 10400 before proceeding on course.

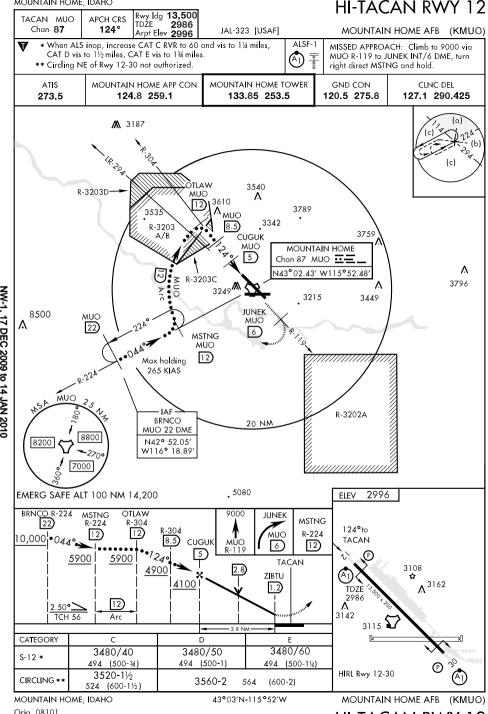


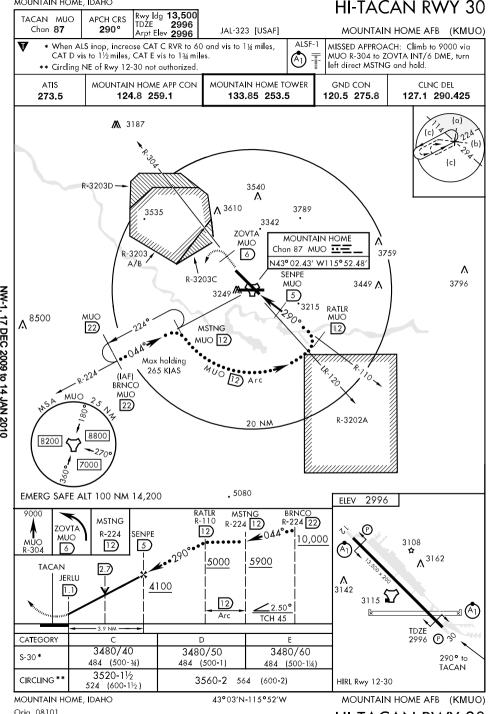


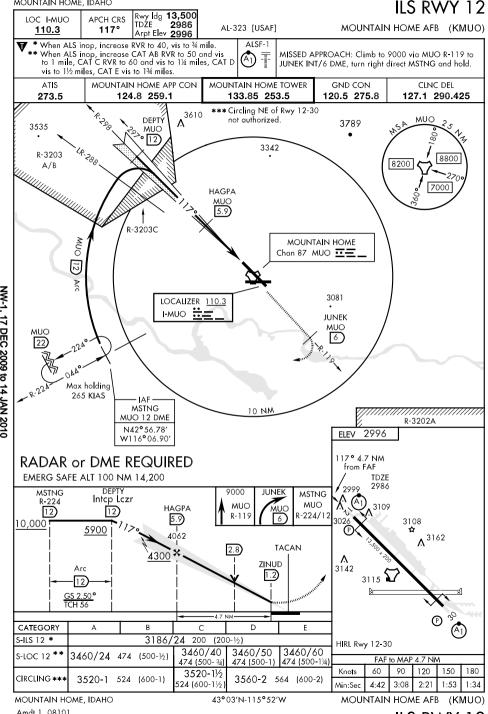


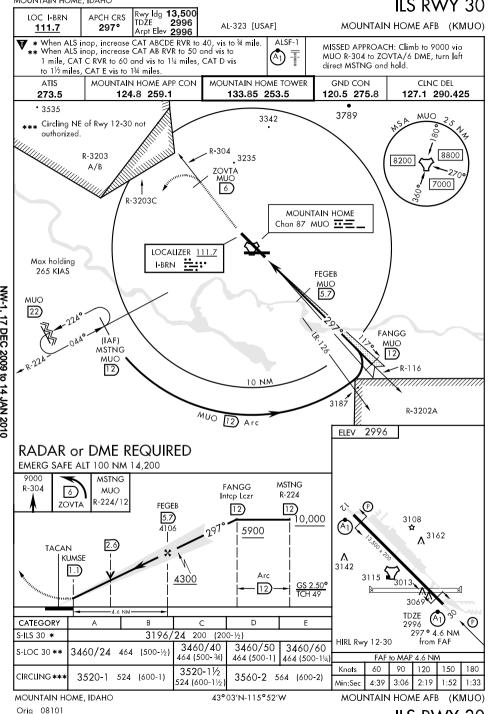


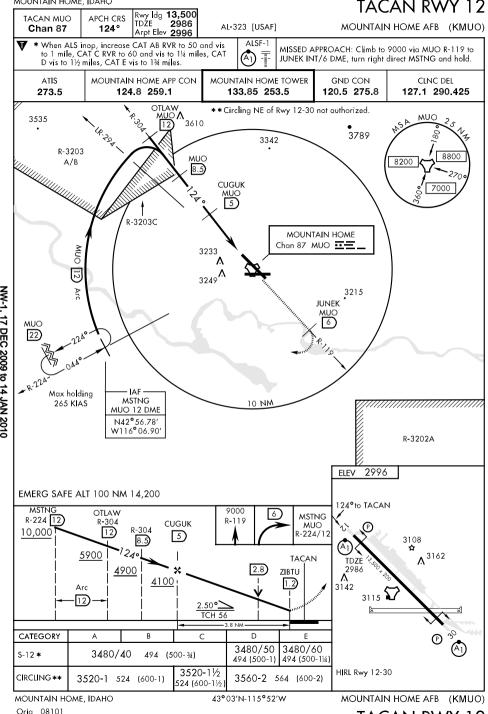


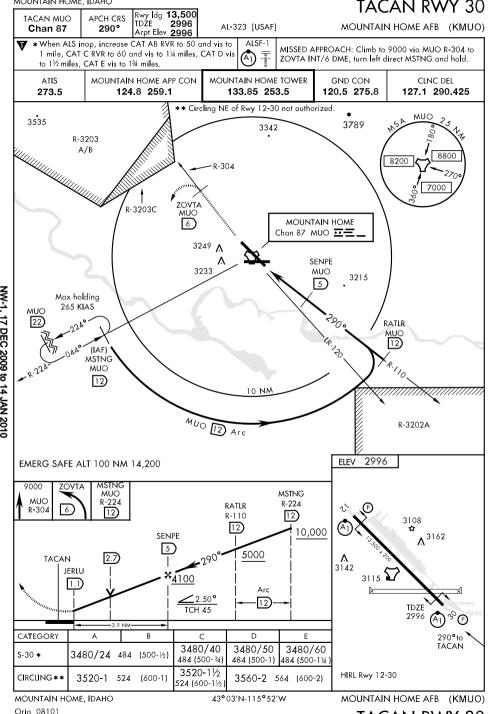


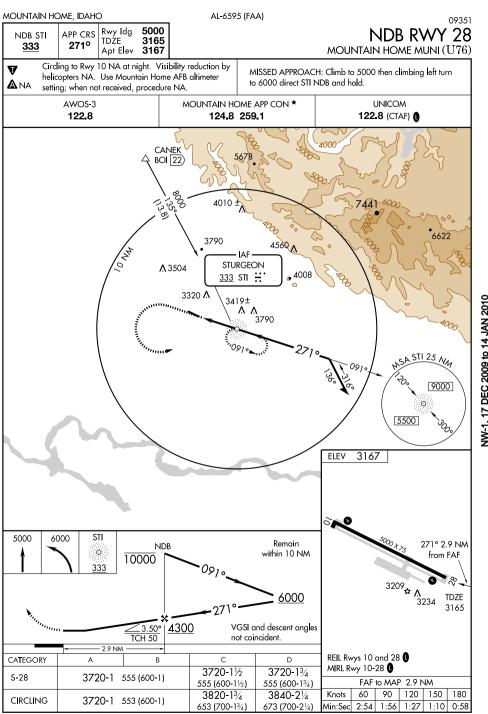


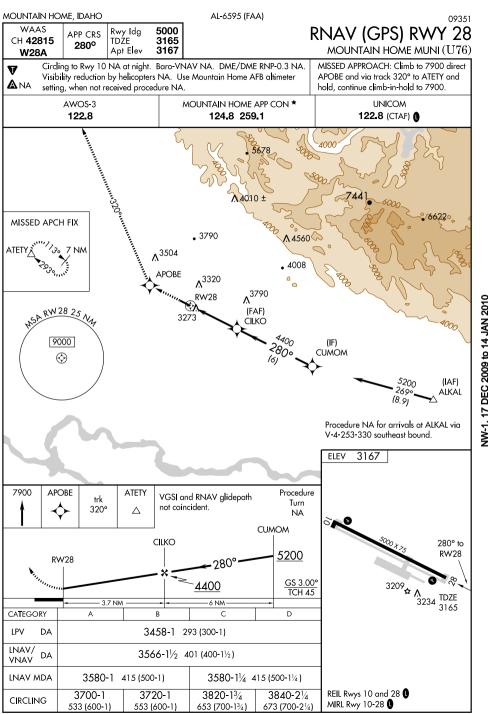


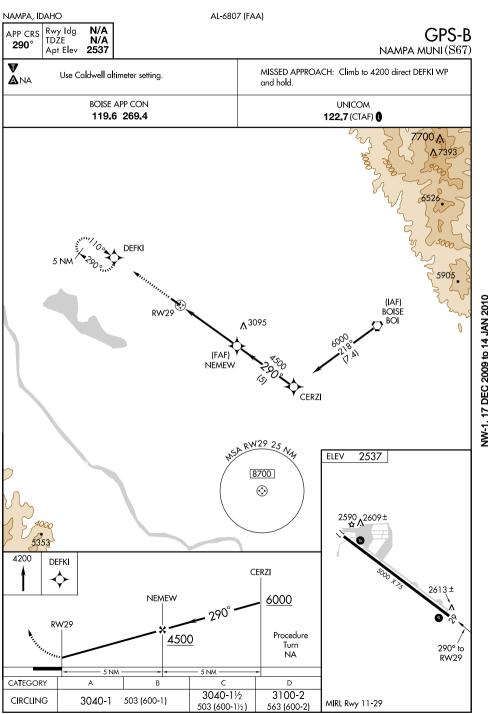


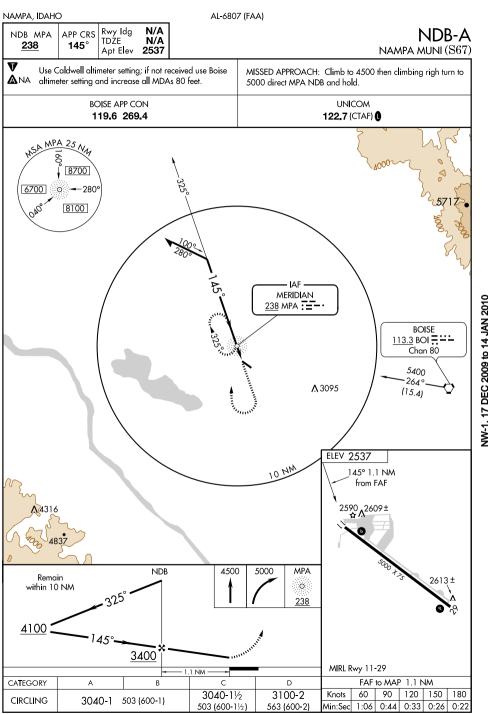


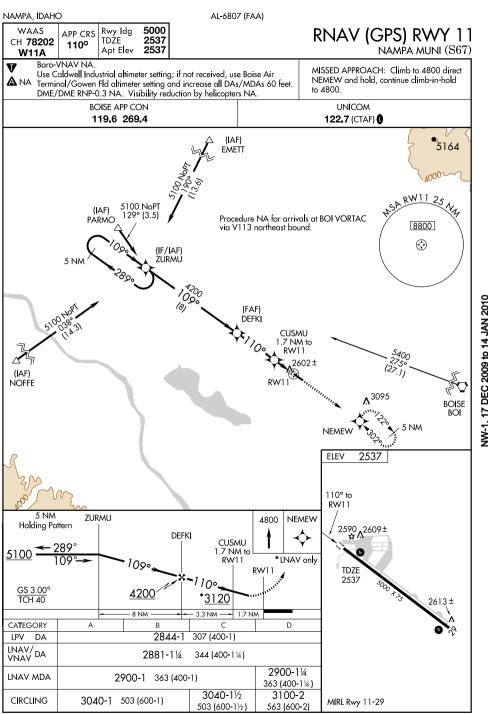


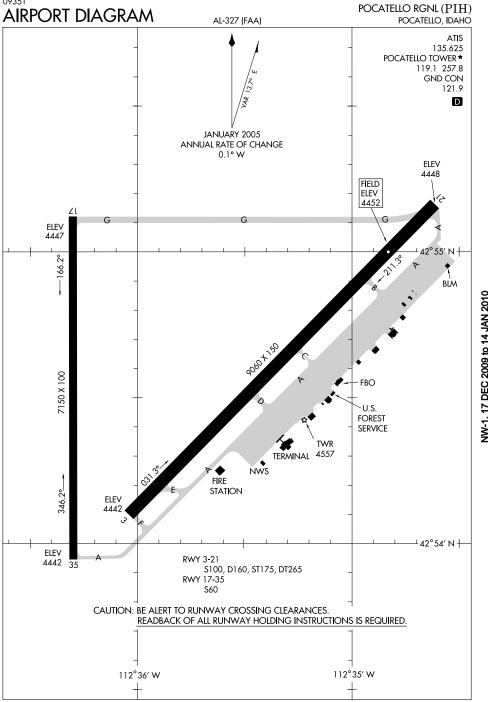












POCATELLO, IDAHO AL-327 (FAA) LOC/DME I-PIH Rwy Ida 9060 ILS or LOC RWY 21 APP CRS 110.3 TDŹE 4452 211° POCATELLO RGNL (PIH) Apt Elev 4452 Chan **40** Circling NA southeast of Rwy 3-21 MISSED APPROACH: Climb to 7400 direct PIH VORTAC, MALSR For inoperative MALSR, increase S-ILS-21 Cat E continue climb via PIH VORTAC R-269, then right turn direct PIH VORTAC and hold (TACAN aircraft continue via PIH visibility to RVR 4000, and S-IOC-21 Cat E visibility to RVR 5000. ** Visibility CAT A/B/C/D, RVR 1800 authorized with the use of FD or AP or HUD to DA. -≣-VORTAC R-269 to SICOY/ PIH 10 DME and hold W, right turns, 089° inbound). ATIS SALT LAKE CENTER POCATELLO TOWER* GND CON UNICOM 135.625 128.35 239.25 119.1 (CTAF) @ 257.8 121.9 122.95 IAF -DME REQUIRED FOR IDAHO FALLS 113.<u>85</u> IDA ∷∴ IDA VOR/DME TRANSITION 7000 NoPT Chan 85 (Y) 190° (28) DME or ADF REQUIRED 6500 NoPf 10 NM NSA PI 25 A CUPTA 7900 BARSE I-PIH 11.6 IDA 28) 6800 PIH 16.6 10700 FALLO LOM/IAF NW-1, 17 DEC 2009 to 14, IAN 2010 TYHEE 383 PI:-I-PIH 5.4 LOCALIZER 110.3 SICOY I-PIH **:∺** — PIH [10) Chan 40 ۸₄₆₅₆ R-269 2699,... 4551± <u> 4 5068</u> 0899 5060 8400 to LOM 030° (8.2) 4452 **ELEV** D POCATELLO 211° 3.8 NM 112.6 PIH 🧏 from FAF Chan 73 5953 6852 TDZE ~ 4452 ZΙ 7400 TYHEE LOM' PIH PIH (d) Remain I-PIH 5.4 \bigcirc within 10 NM PIH 112.6 112.6 R-269 7150 X 100 Procedure turn not authorized for 5715 Cat. E aircraft. **TWR** 7600 I-PIH 4557 1.6 GS 3.00° 6000 TCH 56 Use I-PIH DME when on LOC course. 35 REIL Rwy 17 3.8 NM HIRL Rwy 3-21 0 CATEGORY Α C Е MIRL Rwy 17-35 0 S-ILS 21 ** 4652/24 200 (200-1/2) FAF to MAP 3.8 NM S-LOC 21 4740/24 288 (300-1/2) 4740/40 288 (300-34) 60 90 120 150 180 4820-1 Knots 4920-1 4920-11/2 CIRCLING 5020-2 568 (600-2) Min:Sec 3:48 2:32 1:54 1:31 1:16 368 (400-1) 468 (500-1) 468 (500-1½)

119.1 (CTAF) 257.8 SALT LAKE CENTER 128.35 239.25 5500 5500 2690_ V500 KNURL N42°56.90' W113°01.56′ 1-11 BURLEY 114.1 BYI **∷**:--Chan 88 POCATELLO 112.6 PIH NW-1, 17 DEC 2009 to 14 JAN 2010 Chan 73 TAKE-OFF MINIMUMS Rwy 3, 21, 35: Standard. Rwy 17, 400-2 or standard with minimum climb of 270' per NM to 4900. TAKE-OFF OBSTACLE NOTES Rwy 3, Trees beginning 3353' from DER, 735' left of centerline, up to 100' AGL/4549' MSL. Rod on obstruction light 978' from DER, 759' right of centerline, 39' AGL/4486' MSL. Rwy 17, Transmission tower 1.1 NM from DER, 2395' left of centerline, 252' AGL/4693' MSL. Trees beginning 1.6 NM from DER, 2642' left of centerline, up to 100' AGL/4759' MSL. Fence 112' from DER, 416' right of centerline, 12' AGL/4453' MSL. Bush 30' from DER, 261' right of centerline, 3' AGL/4445' MSL. Fence 208' from DER, 421' right of centerline, 13' AGL/4449' MSL.

SL-327 (FAA)

POCATELLO RGNL (PIH)

NOTE: Chart not to scale.

POCATELLO, IDAHO

DEPARTURE ROUTE DESCRIPTION

Light on localizer, 543' from DER, 286' left of centerline, 20' AGL/4462' MSL. Rwy 35, Electrical equipment 197' from DER, 248' left of centerline, 7' AGL/4454' MSL.

V

Rwy 21, Antenna 453' from DER, 309' left of centerline, 20' AGL/4466' MSL.

(KNURL1.KNURL) 09351

BOISE RADIO 122.6

POCATELLO TOWER ★

KNURL ONE DEPARTURE (OBSTACLE)

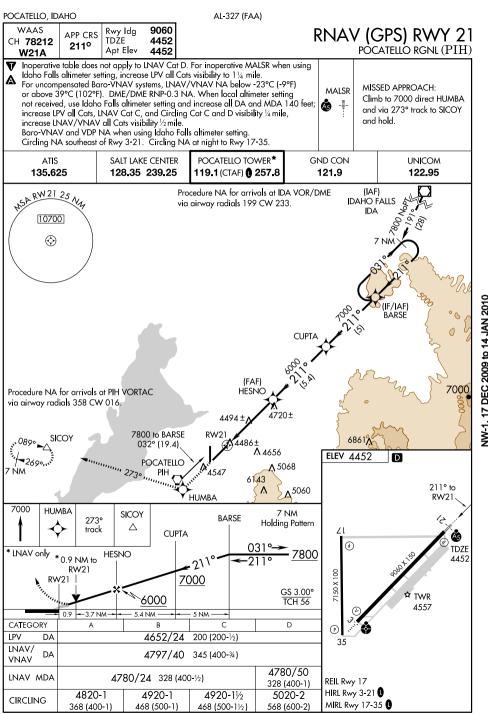
TAKE-OFF RUNWAY 3: Climb heading 028° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence TAKE-OFF RUNWAY 35: Climb heading 343° to 5500, then climbing left turn to 7500 via heading 234° and PIH R-269 to KNURL INT, thence TAKE-OFF RUNWAY 17: Climbing right turn to 7500 via PIH R-269 to KNURL INT,

TAKE-OFF RUNWAY 21: Climbing right turn to 7500 via PIH R-269 to KNURL INT,

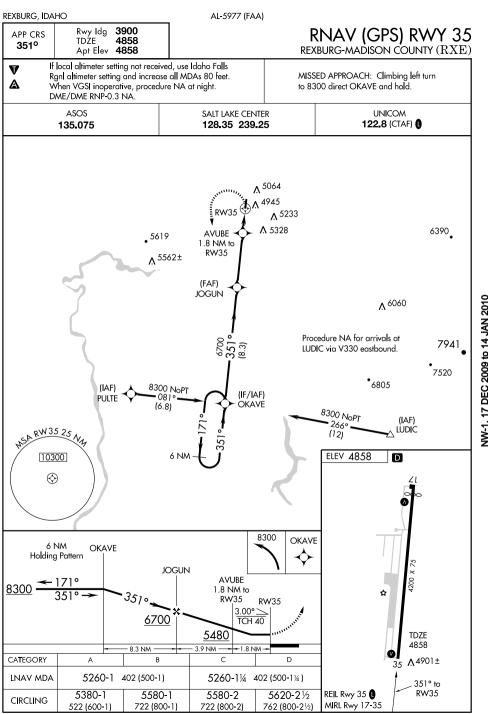
thence

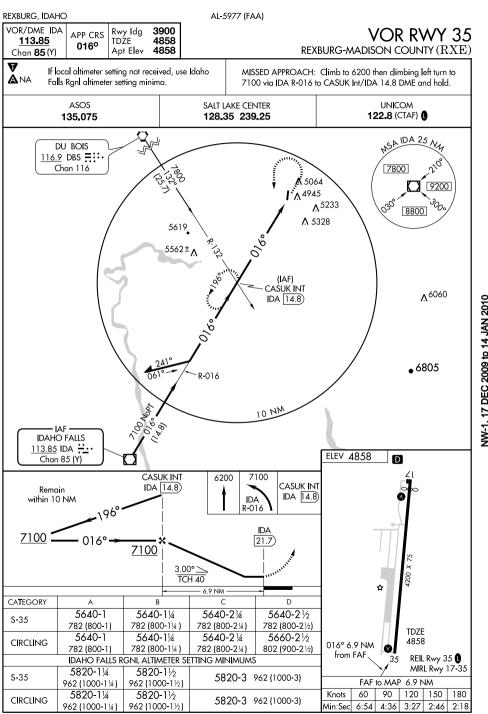
. . . via assigned route expect filed altitude 10 minutes after departure.

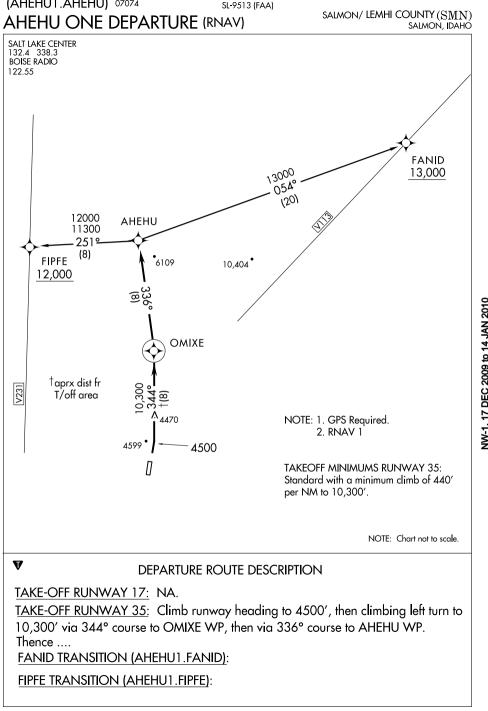
POCATELLO, IDAHO AL-327 (FAA) WAAS Rwy Ida 9060 RNAV (GPS) RWY 3 APP CRS CH **97502** TDŹE 4444 031° Apt Elev 4452 POCATELLO RGNL (PIH) W03A Inoperative table does not apply. Circling NA southeast of Rwy 3-21. Visibility reduction by helicopters NA. DME/DME RNP- 0.3 NA. **ODALS** Α MISSED APPROACH: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C (9°F) Climb to 7300 direct or above 40°C (104°F). If local altimeter setting not received, use Idaho Falls Rgnl altimeter setting and increase all DAs/MDAs 140 feet. CLIPTA and hold Baro-VNAV NA when using Idaho Falls Ranl altimeter setting. POCATELLO TOWER★ ATIS SALT LAKE CENTER GND CON UNICOM 135.625 128.35 239.25 119.1 (CTAF) @ 257.8 121.9 122.95 Procedure NA for arrivals at JANIN via V500 westbound. RW03 25 M Holding not required for arrivals at COLAY via V269 northeast bound. 10700 **(** 5000 NW-1, 17 DEC 2009 to 14 .IAN 2010 (IAF) 6861 NINÁL ۸⁴⁶⁵⁶ **∆**5068 RW03 (FAF) YOGUT 4617± (IAF) UNADE 6300 COLAY 031° (2.4) >000 1000 **ELEV 4452** 5953 7 NM (IF) JEĽÓD ∧^{6135±} **JELOD** 7300 CUPTA **UNADE** ZΙ (b) 7000 YOGUT 037° Procedure 7150 X 100 Turn RW03 6800 NA GS 3.00° 6300 4557 TCH 53 5.6 NM -2.4 NM 5.6 NM D (P) CATEGORY В C TDZE 35 4694-1 250 (300-1) LPV DA 4444 LNAV/ DA 4978-13/4 534 (600-13/4) 031° to VNAV RW03 4880-11/4 4880-11/2 LNAV MDA 4880-1 436 (500-1) REIL Rwy 17 436 (500-1½) 436 (500-11/4) HIRL Rwy 3-21 0 4980-11/2 5020-2 CIRCLING 4980-1 528 (600-1) MIRL Rwy 17-35 568 (600-2) 528 (600-11/2)

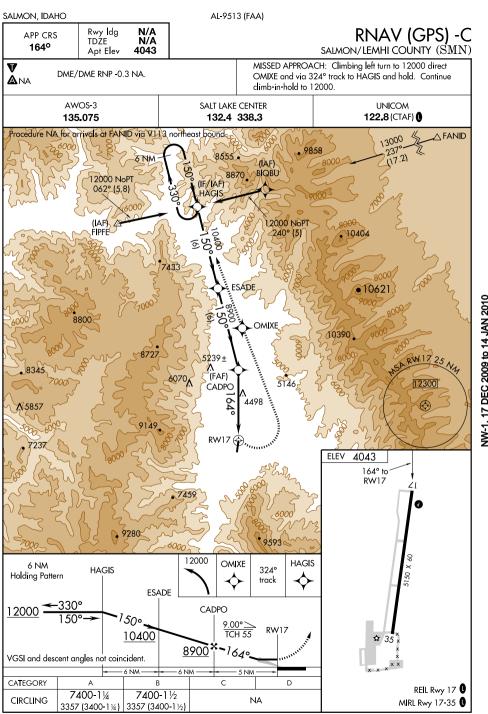


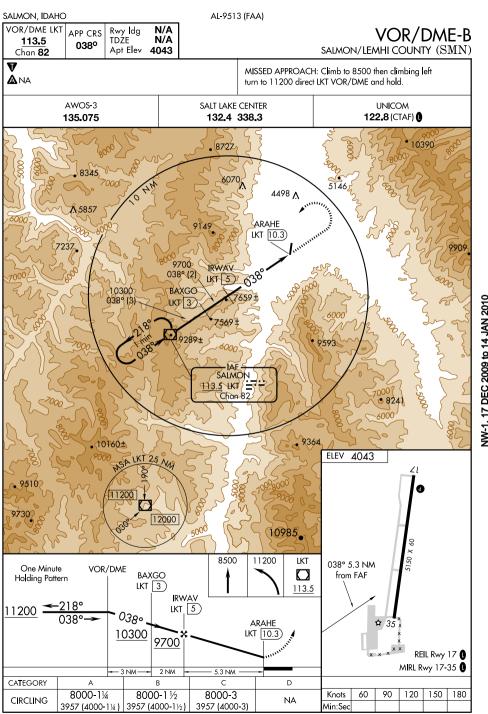
POCATELLO, IDAHO AL-327 (FAA) VORTAC PIH 9060 Rwy Idg VOR/DME or TACAN RWY 21 APP CRS 112.6 TDŹE 4452 211° POCATELLO RGNL (PTH) Apt E**l**ev 4452 Chan **73** MISSED APPROACH: Climb to 7400 direct PIH VORTAC, continue Circling NA Southeast of Rwy 3-21. MALSR climb via PIH VORTAC R-269, then right turn direct PIH VORTAC For inoperative MALSR increase S-21 Cat. D **&** --and hold (TACAN aircraft continue via PIH VORTAC R-269 to and E visibility to 11/4. SICOY/PIH 10 DME and hold W, right turns, 089° inbound). ATIS SALT LAKE CENTER POCATELLO TOWER★ GND CON UNICOM 135,625 128.35 239.25 119.1 (CTAF) 0 257.8 121.9 122.95 TACAN MISSED APCH FIX Hold in lieu not authorized for Cat E. DAHO FALLS 113.85 IDA <u>∵··</u>· SICOY Chan 85 (Y) R-269, 10899 PIH [10] (IAF) JEGLO INT PIH 29 IDA 20.1 PIH 25 M 7600 10 MM 6800 10700 NW-1, 17 DEC 2009 to 14, IAN 2010 (IAF) **GULBE** PH 19 CATRI PIH [10] **FALGU** PIH 5.9 ۸⁴⁶⁵⁶ 8949 4551± R-269 0892 ⁵⁰⁶⁸م ELEV 4452 8200 to GULBE 031° (19) 211° 5.6 NM **POCATELLO** from FAF 112.6 PIH ::.. Chan 73 Ζl 7400 PIH PIH **GULBE** One Minute \bigcirc (d) \Diamond PIH [19) TDZE Holding Pattern ΡĪΗ 4452 9060t 112.6 R-269 7150 X 100 CATRI PIH 10 FALGU 8200 PIH 5.9 ≤3.21° **TWR** TCH 58 RW21 4557 PIH 4.4 6400 VGSI and descent angles (P) 5020 not coincident. 35 - 1.5 - 4.1 NM -9 NM -CATEGORY D C Е 4840/24 4840/50 S-21 388 (400-1/2) 388 (400-1) REIL Rwy 17 HIRL Rwy 3-21 0 4840-1 4920-1 4920-11/2 CIRCLING 5020-2 568 (600-2) MIRL Rwy 17-35 468 (500-1) 468 (500-1½) 388 (400-1)

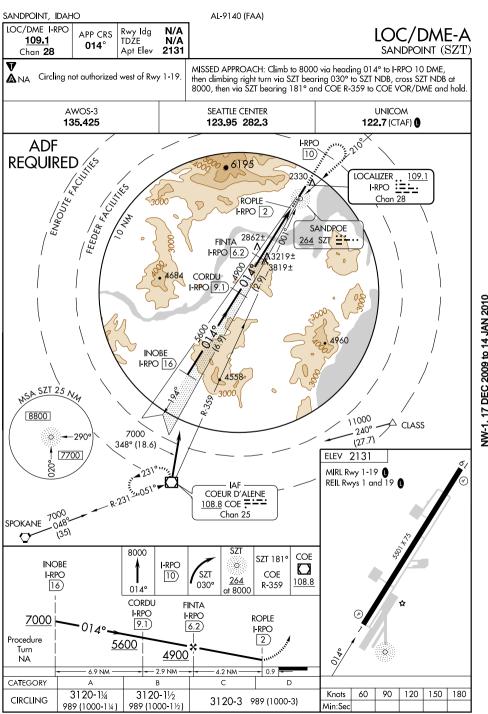


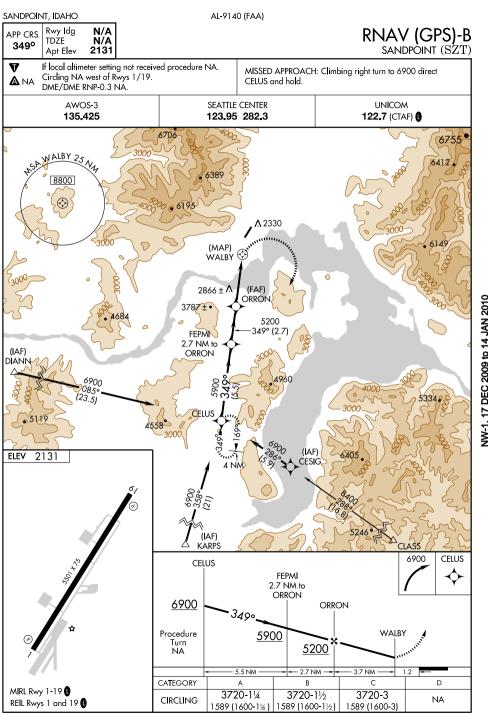


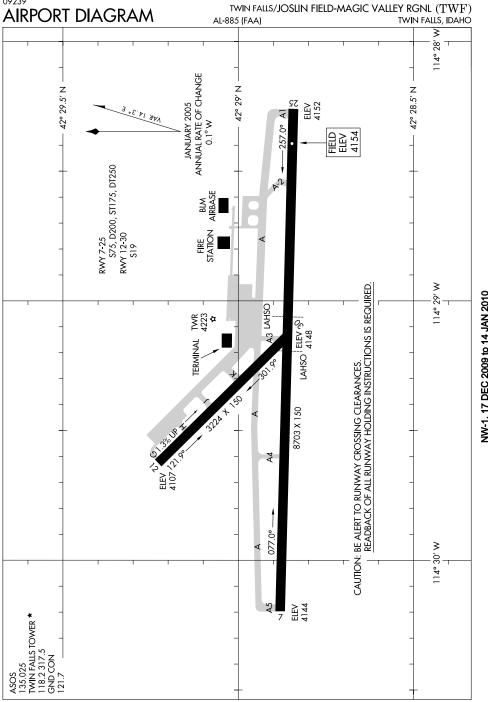


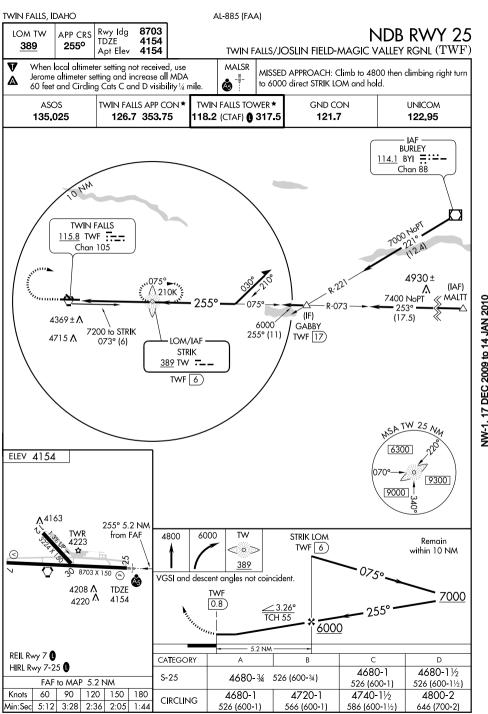


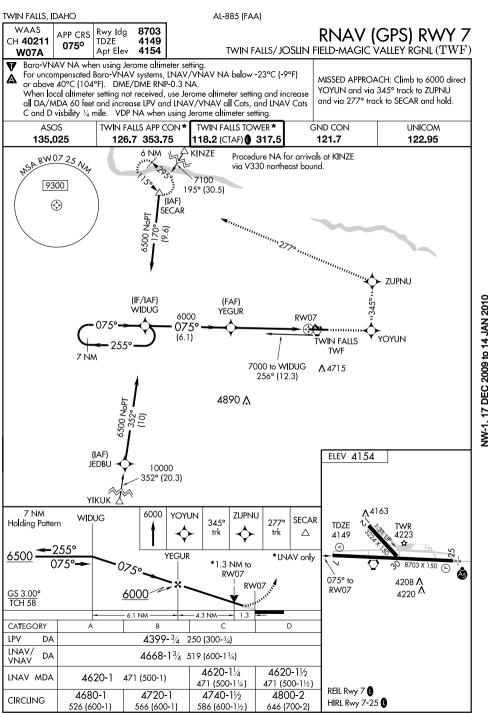


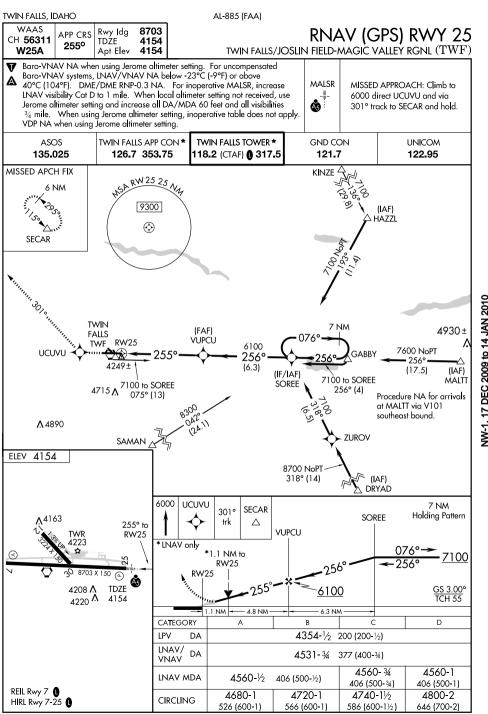


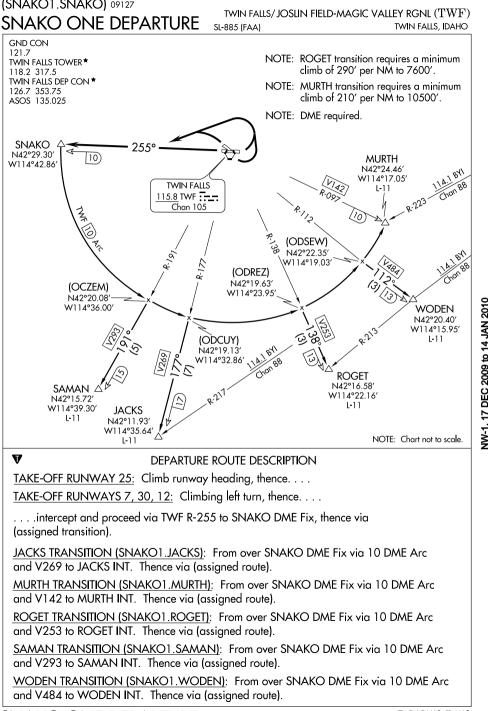


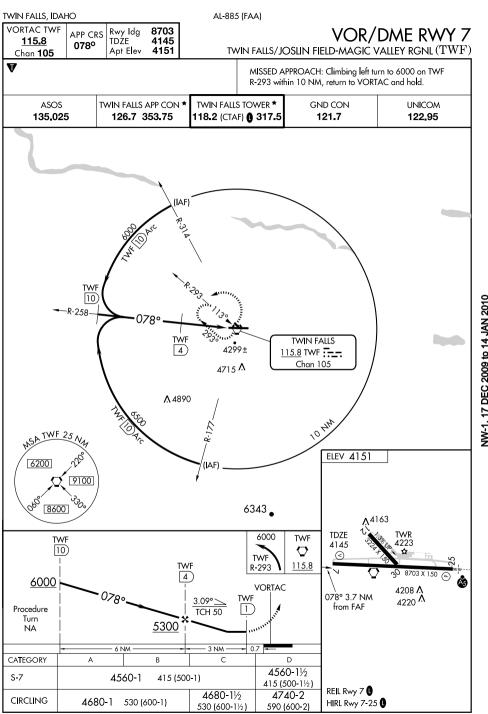


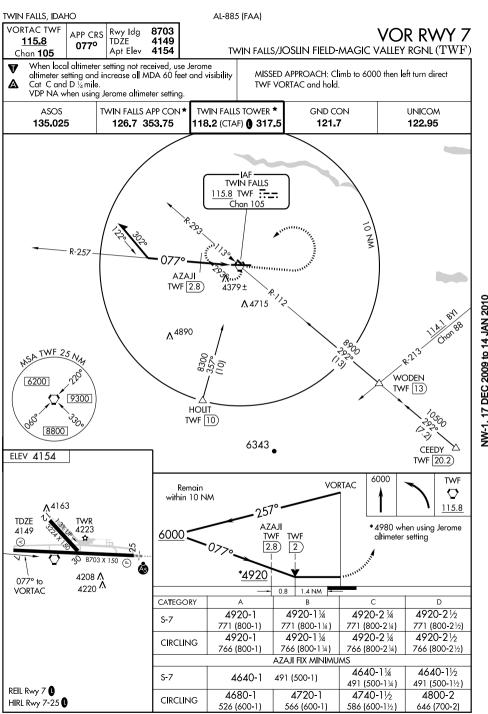


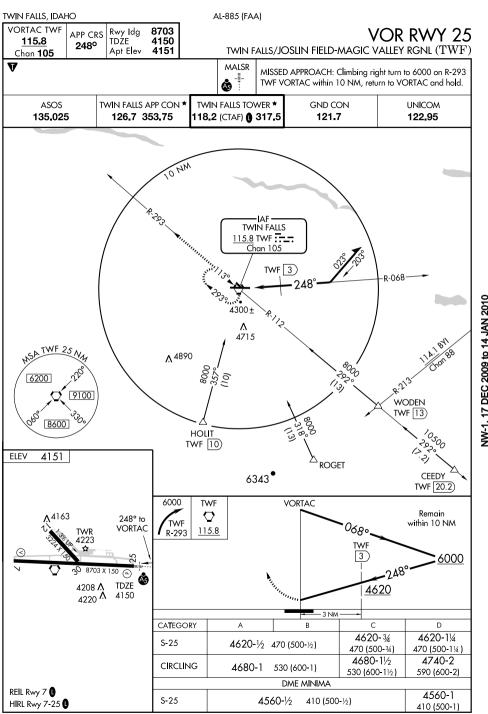


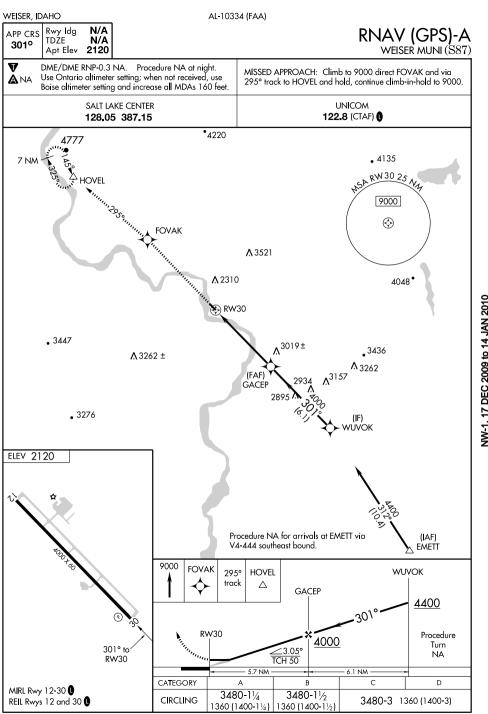












NAME

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR ALBANY MUNI VOR/DME or GPS-A	BELLINGHA BELLINGHA
NA except for operators with approved weather reporting service.	NA when lo
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.	BIG PINEY MILEY MEM Category D
ASTORIA, OR ASTORIA RGNL	BILLINGS, BILLINGS L INTL
¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3. ³ Category C, 800-2¼; Category D, 900-3.	¹ Category ² Categories ³ Categories 900-3.
AURORA, OR AURORA STATELOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ²³ RNAV (GPS) Rwy 35 ²	BOISE, ID BOISE AIR FIELD)
¹ Category D, 800-2½. ² NA when local weather not available. ³ Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	,
BAKER, MT	¹ Category ² Category

ALTERNATE MINIMUMS

Categories A, B, 900-2%.	z, Category C, 900-272,
BAKER, MT	
BAKER MUNI	NDB Rwy 131
	NDB Rwy 31 ²
¹ Categories A,B, 1100-	2; Categories C,D,
1100-3.	
² Categories A,B, 1000-	2; Category C, 1000-234;

BAKER CITY, OR BAKER CITY MUNI RNAV (GPS) Rwy 13¹² VOR-A¹³

VOR/DME Rwy 13²⁴

¹NA when local weather not available. ²Category D. 900-2³/₄.

Category D, 1000-3.

³Categories A,B, 1900-2; Categories C,D,

1900-3.
⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS
BELLINGHAM, WA
BELLINGHAM INTLILS or LOC Rwy 16
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD VOR Rwy 31
Category D, 800-21/4.

BILLINGS, MT

BILLINGS LOGAN

INTLNDB Rwy 10L¹

RNAV (GPS) Rwy 10L²

RNAV (GPS) Rwy 28R³

¹Category D, 800-2½. ²Categories A,B,C,D, 800-2½. ³Categories A,B, 900-2; Categories C,D, 900-3.

ROISE	., ID
BOISE	AIR TERMINAL(GOWEN
FIELD') LOC BC Rwy 28L1

RNAV (GPS) Y Rwy 10R² RNAV (GPS) Y Rwy 28L² VOR/DME or TACAN Rwy 10L¹ VOR/DME or TACAN Rwy 28L¹

¹Category E, 900-3. ²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELDVOR Rwy 12 Category C, 800-21/4; Category D, 800-21/2.

BREMERTON, WA

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available.
¹Categories A,B, 1200-2; Categories C,D, 1200-3.





ALTERNATE MINS	
NAME ALTERNATE MINIMUMS BUFFALO, WY	NAME ALTERNATE MINIMUMS CHEYENNE, WY
JOHNSON COUNTY RNAV (GPS) Rwy 311	CHEYENNE RGNL/JERRY OLSON
VOR/DMÉ Rwy 31 ²	FIELDILS or LOC Rwy 271
NA when local weather not available.	NDB Rwy 27 ¹
¹ Category D, 800-21/4.	RNAV (GPS) Rwy 9 ²
² Category C, 800-21/4; Category D, 800-21/2.	RNAV (GPS) Rwy 13 ²
BUDIEV ID	RNAV (GPS) Rwy 31 ²
BURLEY, ID BURLEY MUNIVOR-A	¹ NA when control tower closed. ² NA when local weather not available.
VOR/DME-B	TVA WHEIT local weather flot available.
NA when local weather not received.	CODY, WY
THE WHOLL ISSUE WOULDS THE TOO STOOL	YELLOWSTONE
BURLINGTON/MOUNT VERNON, WA	REGIONAL RNAV (GPS) Rwy 221
SKAGIT RGNL NDB Rwy 101	VOR or GPS-A ²
RNAV (GPS) Rwy 10	¹ Category C, 800-2¼; Category D, 200-2¾.
RNAV (GPS) Rwy 28	² Category D, 900-3.
NA when local weather not available.	COEUR DIALENE IR
¹Categories A,B, 1300-2; Categories C,D,	COEUR D'ALENE, ID
1300-3.	COEUR D'ALENE-PAPPY BOYINGTON FIELD ILS or LOC/DME Rwy 5
BURNS, OR	NDB Rwy 5
BURNS MUNIVOR Rwy 30	RNAV (GPS) Rwy 5
Categories A, B, 1400-2; Categories C,D,	VOR Rwy 5
1400-3.	VOR/DME Rwy 1
	NA when local weather not available.
BUTTE, MT	
BERT MOONEY ILS Y Rwy 151	CORVALLIS, OR
LOC/DME Rwy 15 ²	CORVALLIS MUNIVOR-A
RNAV (GPS) Y Rwy 153	Categories A,B,1200-2; Categories C,D,
RNAV (GPS) Z Rwy 15,1200-2 VOR or GPS-B,1400-3	1200-3.
VOR/DME or GPS-A,3000-3	DEER PARK, WA
¹ Categories A, B, C, 1200-4.	DEER PARK RNAV (GPS) Rwy 34
² Categories A.B., 1300-2; Categories C.D.	NA when local weather not available.
1300-3.	TV WHOTH TOOL WOULD HOT AVAILABIO.
³ Categories A,B, 1500-2; Categories C,D,	DILLON, MT
1500-3.	DILLON VOR or GPS-A,1500-3
	VOR/DME or GPS-B
CALDWELL, ID	NA when Dillon altimeter setting not available.
CALDWELL	DOUGLAG MAY
INDUSTRIAL RNAV (GPS) Rwy 12	DOUGLAS, WY
RNAV (GPS) Rwy 30 NA when local weather not available.	CONVERSE COUNTY
NA when local weather not available.	1100-3. DME standard.
CASPER, WY	1100-3. DIVIL Standard.
CASPER/NATRONA	EASTSOUND, WA
COUNTY INTLILS or LOC Rwy 3	ORCAS ISLAND RNAV (GPS)-A
ILS, Categories A,B, 800-2; Category C 800-	Categories A, B, 1100-2.
2½; Category D, 800-2¾; Category E, 900-3.	NA when local weather not available.
LOC Catagory C 800 31/2 Catagory D 800	

LOC, Category C, 800-21/2; Category D, 800-

23/4; Category E, 900-3.

ELLENSBURG, WA BOWERS FIELD RNAV (GPS) Rwy 251

RNAV (GPS) Rwy 29 VOR-B²

NA when local weather not available. ¹Category D, 800-21/4.

²Category A, 1500-2.



⁵Category C, 800-21/4; Category D, 1000-3.

GLASGOW INTLVOR Rwy 12 Categories A,B, 900-2; Categories C,D, 900-3.

GLASGOW, MT WOKAL FIELD/

VOR/DME standard.



ALIERNATE WINS	4
NAME ALTERNATE MINIMUMS EPHRATA, WA EPHRATA MUNIRNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR/DME Rwy 3 VOR Rwy 21 NA when local weather not available.	NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾ GOODING, ID GOODING MUNI
Category D, 1300-3.	RNAV (GPS) Rwy 25 NA when local weather not available.
EUGENE, OR MAHLON-SWEET FIELDILS or LOC/DME Z Rwy 16R¹ ILS or LOC Y Rwy 16R¹ ILS or LOC/DME Rwy 16L¹² RNAV (GPS) Rwy 3AR² VOR or GPS-A³ ¹NA when control tower closed. ²NA when local weather not available. ³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	GRAY AAF (KGRF) FORT LEWIS, WA
EVANSTON, WY EVANSTON-UINTA COUNTY BURNS FIELDILS or LOC/DME Rwy 23 Categories C,D, 700-2.	GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
EVERETT, WA SNOHOMISH COUNTY(PAINE FIELD)	HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.
FORT BENTON, MT FORT BENTON	HAVRE, MT HAVRE CITY-COUNTYVOR Rwy 26 Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
GILLETTE, WY GILLETTE-CAMPBELL COUNTY	

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712

LOC/DME BC-C13

NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwy 236 RNAV (GPS) X Rwy 275

RNAV (RNP) Z Rwv 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A8 VOR/DME-B6 ¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2. ⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3.

⁷NA when local weather not available. ⁸Categories A, B, 2900-2; Categories C, D,

2900-3. 91000-4.

HOQUIAM, WA BOWERMAN RNAV (GPS) Rwy 241

VOR/DME Rwy 242 VOR Rwy 61 ¹Category D, 800-21/4.

Category D, 900-3. **IDAHO FALLS. ID**

IDAHO FALLS RGNL ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Rwy 203

VOR Rwy 20³ ¹ILS, Category E, 700-21/2. LOC, Category E, 800-21/2

²Categories A,B, 900-2; Category C, 900-2³/₄;

²Category E, 800-2½. ³NA when local weather not available.

JACKSON, WY JACKSON HOLE RNAV (GPS) X Rwy 11

1200-3.

1400-3.

RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4

VOR/DME Rwy 12

VOR/DME Rwv 193 ¹Categories A,B, 1200-2; Categories C,D,

²Categories A,B,1000-2; Categories C,D, ³Categories A,B,1400-2; Categories C,D,

NAME ALTERNATE MINIMUMS JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwv 271

VOR/DME-A NA when local weather not available.

RNAV (RNP) Y Rwy 22

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR GRANT COUNTY RGNL/

OGILVIE FIELD RNAV (GPS) Y Rwy 9

Category B, 900-2; Category C, 900-21/2.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 21

RNAV (RNP) Rwy 20, 800-21/22

¹Categories C, D, 700-2. ²NA when local weather not available.

KLAMATH FALLS. OR

KLAMATH FALLSILS or LOC Rwy 321

RNAV (GPS) Rwy 142 VOR/DME or TACAN Rwy 143 VOR/DME or TACAN Rwy 324 VOR or GPS-B,2100-3

¹Categories A,B, 900-2; Category C, 900-23/4; Category D, 1000-3. LOC, DME required. ²Categories A,B, 900-2; Category C, 900-2³/₄; Category D, 1000-3.

3Categories C,D, 1000-3; Category E, NA. ⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A

Categories A.B. 900-2: Category C. 900-21/2:

Category D, 900-234.

LEWISTON. ID

LEWISTON-NEZ PERCE COUNTYILS Rwy 2612

RNAV (GPS) Rwy 123 RNAV (GPS) Rwy 263 VOR Rwy 84 VOR Rwv 263

RNAV (GPS) Rwy 83

¹ILS, Category D, 800-21/4. ²NA when control tower closed. 3Category D, 800-21/4.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7 VOR Rwy 7 Category D, 800-21/4.

NAME

ALTERNATE MINS

NAME ALTERNATE MINIMUMS LIVINGSTON. MT MISSION FIELD VOR/DME-B1

VOR-A² ¹Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22

RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR/DME-B

NA when local weather not available. Category D 800-21/4.

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwv 1412

RNAV (GPS) Rwy 144 VOR-A5 VOR/DME-C3 VOR/DME Rwy 145

LOC/DME BC-B²³ RNAV (GPS)-D3

¹ILS, Categories A, B, C, 700-2; Category D, 900-21/2. LOC, Category D, 900-21/2. ²NA when control tower closed

3Categories A, B, 2300-2; Categories C, D,

⁴Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D

MISSOULA, MT MISSOULA INTLILS Rwy 111

1400-3.

17 DEC 2009 to 14 JAN 2010

RNAV (GPS) Y Rwy 1123 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME or GPS-A,2000-3 VOR/DME or GPS-B,2000-3

¹ILS. 1600-6. LOC.NA. ²NA when local weather not available.

3Categories A, B, 1900-2; Categories C, D,

1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1

NDB Rwy 32R² RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1

RNAV (GPS) Rwy 221 VOR Rwy 4² VOR -1 Rwy 14L² VOR -3 Rwy 14L²

VOR Rwy 22²

NEWCASTLE. WY

MONDELL FIELD VOR or GPS Rwy 31 NA except for operators with approved weather reporting service. Categories A,B, 900-2; Categories C,D, 900-3.

ALTERNATE MINIMUMS

VOR or GPS-A³

VOR-A²³

NORTH BEND, OR

SOUTHWEST OREGON

RGNLILS or LOC Rwy 41

NDB or GPS Rwy 42 VOR/DME or GPS-B4

VOR/DME Rwy 44 ¹ILS,Categories A,B, 800-2; Category C, 900-21/4, Category D,1000-3. LOC, Category C, 900-21/4, Category D,1000-3. ²Category C, 900-21/4; Category D, 1000-3.

3Categories A,B, 1100-2; Categories C,D, ⁴Categories C,D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG RNAV (GPS) Rwy 7

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ILS or LOC Rwy 1712 RNAV (GPS) Rwy 172 RNAV (GPS) Rwy 352

VOR/DME Rwy 35² ¹ILS, Categories C, D, 700-2.

²NA when local weather not available. 3Category D, 800-21/4.

ONTARIO, OR

ONTARIO MUNI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

PASCO, WA

TRI-CITIESILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R

> VOR Rwy 21R3 VOR/DME Rwy 30

RNAV (GPS) Rwy 30

NA when local weather not available. ¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. 3Category D, 800-21/4.

VOR Rwy 32R² ¹NA when local weather not available.



ALTERNATE MINS



VOR-A 9

NAME ALTERNATE MINIMUMS
PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ILS or LOC/DME Rwy 25¹
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.

NA when local weather not available. ¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELDNDB-A¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.
²Category D, 800-2½.

POCATELLO. ID

POCATELLO RGNL......ILS or LOC Rwy 211 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTLILS or LOC Rwy 8

RNAV (GPS) Rwy 81 RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

VOR Rwy 28R⁵

ILS, Category A, 700-2; Categories B,C, 8002; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-

2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3.

LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5. ⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹ RNAV (GPS) Rwy 12²

¹Categories A,B, 1000-2;Category C, 1000-2³/₄; Category D, 1000-3.

²NA when local weather not available.

PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI RNAV (GPS) Rwy 5,800-21/4

RAWLINS, WY

RAWLINS MUNI/

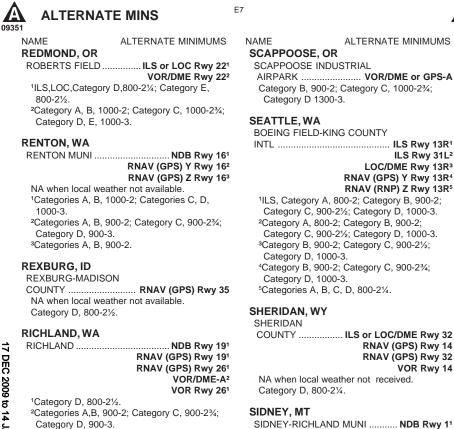
HARVEY FIELD NDB or GPS-A¹ VOR or GPS Rwy 22,1000-3²

¹Category D, 1000-3.

Category D, 1000-5.

²NA when Rawlins FSS closed.





ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER COUNTY VOR-B Category D, 800-21/4.

ROSEBURG, OR ROSEBURG RGNL.....RNAV (GPS)-B

NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 3112 LOC/DME Rwy 313 RNAV (GPS) Rwy 3113

¹NA when local weather not available. ²ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

COUNTY ILS or LOC/DME Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NDB Rwy 19² ¹Category D, 800-21/4.

²Categories C,D, 800-21/2.

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R1 RNAV (GPS)-A2 RNAV (GPS) Rwy 3L²

VOR Rwy 3L3

¹Categories A,B, 1000-2;Category C, 1000-

²Categories A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

3Categories A,B, 1000-2; Categories C.D. 1000-3

SPOKANE INTLILS or LOC Rwy 31 ILS or LOC/DME Rwy 211 VOR Rwv 3²

¹ILS, Category D, 700-2. ²Category E, 800-21/2.





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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE	MINIMUMS	
TACOMA, WA TACOMA NARROWSILS Rwy 17 ¹ NDB Rwy 35 ¹ RNAV (GPS) Rwy 17 ¹² RNAV (GPS) Rwy 35 ²³		WENATCHE PANGBORN MEMORIAL .		' Rwy 12, 1300 VOR/DME-0 VOR/DME-	
¹ NA when control ² Category D, 800- ³ NA when local we		¹ NA when local weather not available. ² Categories A, B, 1500-2; Categories C, D, 1500-3.			
THE DALLES, OF COLUMBIA GEOR	GE RGNL/	³ Categories A, B, 2000-2; Categories C, D, 2000-3.			
	II RNAV (GPS)-A 100-2; Category C, 1100-3; -3.	WOLF POINT, MT L.M. CLAYTON RNAV (GPS) Rwy RNAV (GPS) Rwy			
NA when local we ¹ILS, Category D, LOC, Category E	ILS or LOC Rwy 25¹ NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 7 VOR Rwy 7² ather not available. 700-2; Category E, 900-3.	WORLAND, WORLAND N Categories O YAKIMA, WA YAKIMA AIR	MUNI	≀ or GPS Rwy	
	MA GNLILS or LOC Rwy 20¹ NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 2²² RNAV (GPS) Rwy 16² RNAV (GPS) Rwy 20² VOR/DME Rwy 2² ries A,B, 1100-2; Categories	² ILS, Catego 700-2¼; Category Category Category D	NAV VOR/DME or control tower closed ories A, B, 600-21/4, 700-2; Category	(GPS) Z Rwy 2 TACAN Rwy 2 VOR-7 I. ; Category C, D, 800-21/4	

C, D, 1100-3.

²Category D, 800-21/2.

³NA when local weather not available.

0-4 -C12 -**A**3

16

⁵Category C, 800-21/2; Category D, 800-23/4.

⁶Categories A, B, 1100-2; Categories C, D, 1100-3.

⁷Category C, 800-21/4; Category D, 800-21/2.



INSTRUMENT APPROACH PROCEDURE CHARTS IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are

minimum altitudes in MSI DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures

(ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance

and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS TAKE-OFF MINIMUMS NAME

AFTON, WY AFTON MUNI

DEPARTURE PROCEDURE: Rwv 16. Use LUNDI DEPARTURE. Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwv 16, turn right. Rwv 34, turn left, All aircraft climb direct CVO VOR/ DME and continue climb in CVO VOR/DME holding pattern. (E. right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: Rwv 4, std. w/min, climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 16, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions, Rwv 22, NAobstacles. Rwy 34, std. w/min. climb of 369' per NM to

9100, or 2800-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 4, 34, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual

conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME. continue climb-in-hold to 10200 (north, left turn, 166° inbound).

BOWMAN FIELD(CON'T)

Rwv 16. climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue

Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north. leftturn, 166° inbound). NOTE: Rwy 16, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159'MSL. Rwy 34, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

climb-in-hold to 10200 (north, left turn, 166° inbound), or

for climb in visual conditions, cross Bowman Field

ARCO, ID

ARCO-BUTTE COUNTY (AOC) AMDT 1 08157 (FAA) TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

9351



ARLINGTON, WA ARI INGTON MUNI

TAKE-OFF MINIMUMS: Rwv 11, 600-2 or std. with a

min_climb of 350' per NM to 700_Rwv 34, 500-2 or std.

with a min_climb of 260' per NM to 700 DEPARTURE PROCEDURE: Rwv 11. turn right

Rwv 16. climb direct to WATON LOM, Rwvs 29.34. turn left All aircraft climb direct to WATON I OM Aircraft departing WATON LOMon bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course, Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in

holding pattern (S. left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR ASTORIA RGNL

> TAKE-OFF MINIMUMS: Rwv 8, 800-3 or std, with a min. climb of 320' per NM to 900. Rwy 13, 700-2 or std. with a min_climb of 350' per NM to 800

DEPARTURE PROCEDURE: Rwvs 8.31, turn left. Rwv 13, climb runway heading to 800 then climbing right turn Rwy 26 turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via ASTR-290

then left turn to AST VOR/DME and continue climbing

AUBURN. WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE

AURORA. OR

AURORA STATE

DEPARTURE PROCEDURE: Rwv 17, turn right.

thence... Rwv 35. turn left, thence... ... Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME

at or above MEA/MCA for direction of flight. NOTE: Rwv 17, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of

runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL, Rwv 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of

runway, 281' right of centerline, up to 58' AGL/253' MSL. BAKER, MT

BAKER MUNI

NOTE: Rwy 13,51' derrick 2200' from departure end of

runway on centerline, 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline, 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY.OR BAKER CITY MUNI

climb of 315' per NM to 6000, (788' per min, at 150K. 1050' per min. at 200K, 1313' per min. at 250K).

TAKE-OFF MINIMUMS: Rwv 8, 900-2 or std, with a min.

Rwv 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775) permin at 150K 1033 permin at 200K

1292' per min. at 250K), Rwy 17, NA, Rwy 31, 1300-2 or

(SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM. WA BELLINGHAMINTI

> DEPARTURE PROCEDURE: Rwv 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound, Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest. right turn, 149° inbound) to MEA as appropriate for direction of flight.

250K). Rwv 35. CAT C.D 1000-2; or std. with a min.

climb of 240' per NM to 6000 (600' per min, at 150K.

Rwys 26.31.35, turn right All aircraft climb direct BKE

800' permin, at 200K, 1000' permin, at 250K).

DEPARTURE PROCEDURE: Rwvs 8.13, turn left.

VOR/DME, Continue climb in BKE holding pattern

NOTE: Rwv 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwv 34. lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL.

multiple trees beginning 1372' from departure end of

runway, 619' right of centerline, up to 134' AGL/246'

BEND.OR

MSL.

BEND MUNI (BDN) AMDT 4 09183 (FAA) DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY. WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.

DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via BPI R-124. Rwv 31. climb to 10800 via BPI R-320 thence all aircraft climb on course.



BILLINGS, MT BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 10R, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 10L, Climb heading 098° to 4600 before turning right

NOTE: Rwv 10L. fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL.

cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL. ground beginning 21' from departure end of runway, 499'

right of centerline, 0' AGL/3505' MSL, Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline 11'AGL/3672'MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/

BLACKFOOT.ID MCCARLEY FIELD

DEPARTURE PROCEDURE: Rwy 1, climb to 7000 (or higher assigned altitude) direct IDA VOR/DMF before proceeding on course. Rwy 19, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE ID

BOISE AIR TERMINAL (GOWEN FIFLD)

DEPARTURE PROCEDURE: Rwvs 28L.28R, turn left Rwys 10L,10R, turn right. Climb on BOI R-214 within 20 NM to cross BOLVORTAC at or above MEA/MCA for direction of flight

BOZEMAN.MT

GALLATIN FIFLD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwvs 12.30. use BOZEMAN DEPARTURE.

BREMERTON.WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 300-1 or std. w/min.

climb of 410' per NM to 700. DEPARTURE PROCEDURE: Rwv 1. Climbing right turn to 6000 direct CAN NDB, Thence... Rwy 19, Climb

to 6000 direct CAN NDB, thence... ...Continue climb-in-hold (S, LT, 013° inbound) to 6000

before proceeding on course. NOTES: Rwv 1. Multiple bushes 380' from departure end

of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALOWY IOHNSON COLINTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13.31, 2400-2 or std, with a min, climb of 300' per

NM to 7500. Southhound aircraft: Rwv 31, 400-2 or std.

with a min climb of 300' per NM to 6000 DEPARTURE PROCEDURE: Northbound aircraft:

Rwv 13. turn left, Rwv 31. climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC

Southbound aircraft: Rwv 13, climb straight ahead. Rwv 31. turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

BURLEY MUNI

TAKE-OFF MINIMUMS: All runways, cross departure

BURLEY.ID

end of runway at or above 35' AGL DEPARTURE PROCEDURE: All runways, climb direct

BURLEY (BYI) VOR/DME, Continue climb on R-305 within 10 miles to cross BYLVOR/DMF: R-024 CW R-054 at or above 5500: R-055 CW R-240 at or above 8000: R-241 CW R-023 at or above 5900.

NOTE: Rwv 2. bridge 252' from departure end of runway. 513' left of centerline, 110' AGL/4195' MSL, Stack 2205' from departure end of runway, 857' right of centerline. 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. Rwv 20. antenna 523' from departure end of runwav, 338' right of centerline, 43' AGL/4217' MSL, Rwv 24, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL, Grain elevator 3106' from departure end of runway, 163' left of centerline. 137' AGI /4317' MSI

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNI (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min, climb of 340' per NM to 3600, Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22.

1300-2 or std. with a min. climb of 210' per NM to 1800. DEPARTURE PROCEDURE: Rwvs 4.10.22, turn right heading 280°. Rwy 28, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwv 4, tree 2581' from departure end of runway. 426' left of centerline, 100' AGL/212' MSL, Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.



BURNS OR

BURNS MUNI

DEPARTURE PROCEDURE: Rwv 3, climbing right turn thence Rwv12 climbto 4600 via heading 117°

thence... Rwys 21.30, climbing left turn, thence...

All aircraft departing on ILR R-072 CWR-209 climb on course, All others climb on ILR R-123 within 10 NM

to cross ILR VOR/DMF at or above 5000 NOTE: Rwy 21, pole 820' from departure end of runway 357' left of centerline, 20' AGL/4169' MSL.

BUTTE. MT BERT MOONEY

TAKE-OFF MINIMUMS: Rwv 11 NA-obstacles Rwv 15. std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions Rwy 29, std. w/min.climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions, Rwv 33, std. w/min, clim b of 355' per NM to

6800 or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 15, climbing right turn direct CPN VOR/DMF or for climb in visual conditions: Cross Bert Mooney Airport westbound at or

above 8800 then proceed direct CPN VOR/DME. thence Rwy 29, climb heading 293° to intercent CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME. thence... Rwv 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport

...climb in CPN VOR/DME holding pattern (hold north. left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute NOTE: Rwv 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to

westbound at or above 8800 then proceed direct CPN

100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from

departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from

departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/

CALDWELL. ID CALDWELL INDUSTRIAL

5583'MSL.

VOR/DME.thence...

TAKE-OFF MINIMUMS: Rwv 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb

via heading 299° to 4400 before proceeding on course. NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER WY CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwvs 3.8.12. turn left. All other runways, turn right, All aircraft climb direct

DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS. WA CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: Rwv 16, climb to 1000 via

heading 160° then climbing left turn to 4000 via heading 001° and OLMR-151 to OLM VORTAC before proceeding on course. Rwy 34, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD NOTE: Rwv 13, multiple trees beginning 74' from

of centerline, up to 69' AGL/6229' MSL.

departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL, Rwv 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/

6211'MSL, Rwv 31, multiple trees, road, fence and sign

centerline, up to 40' AGL/6238' MSL. Multiple poles and

sign beginning 407' from departure end of runway, 8' left

beginning 196' from departure end of runway, 76' left of

CODY, WY

YELLOWSTONE RGNI

TAKE-OFF MINIMUMS: Rwy 4, 1500-2 or std. with a min. climb of 250' per NM to 6800. Rwy 22, 1600-2 or

std, with a min, climb of 340' per NM to 6200. DEPARTURE PROCEDURE: Rwys 4,22, turn left. All aircraft climb direct COD VOR/DME, Climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above: COD

R-350 CW R-170, 6000; or R-171 CW R-349, 11800.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FLD

TAKE-OFF MINIMUMS: Rwv 5, CAT A.B. 1700-2 or std. with a min, climb of 230' per NM to 4000, CAT C.D. 2600-2 or std. with a min. climb of 320' per NM to 5400. DEPARTURE PROCEDURE: Rwys 1,5, turn left, climb

via COE R-005 to 5400, reverse course, continue climb direct COE VOR. Rwy 19, turn right. Rwy 23, turn left, climb via COE R-232 to 5000, reverse course, continue climb direct COE VOR.

COLSTRIP, MT

COLSTRIP (M46) AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV) DEPARTURE. Rwy 24, use CONUK (RNAV) DEPARTURE

9351



CONRAD, MT CONRAD

DEPARTURE PROCEDURE: Rwv 24, climb runwav

heading to 4300, then continue climb on course CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, std. with a min.

climb of 290' per NM to 3100 or 1700-3 for climb in

DEPARTURE PROCEDURE: Rwys 9, 17, climbing left

inbound) to depart at or above 3400

VOR/DME at or above 3400

visual conditions. Rwv 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

...climb in CVO VOR/DME holding pattern (E. RT. 261°

NOTE: Rwv 9, multiple trees and railroad beginning 549'

from departure end of runway, 254' left of centerline, up

beginning 670' from departure end of runway, 5' right of

obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure

to 153' AGL/383' MSL. Multiple trees and railroad

centerline, up to 135' AGL/380' MSL, Rwv 27.

turn direct CVO VOR/DME, thence...or, climb in visual

conditions to cross CVO VOR/DMF at or above 3400

Rwys 27, 35, climbing right turn direct CVO VOR/DME.

thence or climb in visual conditions to cross CVO

others continue climb in IIP VOR/DMF holding pattern

(NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600: R-200 CW R-252 0000

DOUGLAS, WY

CONVERSE COUNTY

NOTE: Rwv 5, trees 1883' from departure end of runway,

549' right of centerline, 35' AGL/5014' MSL, Trees

3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35'

DRIGGS-REED MEMORIAL (DIJ)

DEPARTURE PROCEDURE: Use LAMON

AGL/5132 MSL. Rwy 23, trees 2068 from departure end of runway, 1008' left of centerline, 35' AGL/4994'

MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

TAKE-OFF MINIMUMS: Rwv 5. 300-2 or std. with a min.

climb of 250' per NM to 5200. Rwy 23, 1700-3 or std.

via IIP VOR/DME R-342 to IIP VOR/DME, Rwv 11.

IIP VOR/DME R-325 to IIP VOR/DME. All aircraft

departing IIP R-253 CW R-180 climb on course. All

VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME

R-264 to IIP VOR/DME. Rwy 29, climbing right turn via

climbing right turn via IIP VOR/DME R-312 to IIP

with a min. climb of 260' per NM to 7200. DEPARTURE PROCEDURE: Rwv 5. climbing right turn

end of runway, 544' left of centerline up to 36' AGL/276'

COWLEY/LOVELL/BYRON.WY NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwvs 9.27. aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern

(W. right turns, 078° inbound) to cross HCY NDB at or above 9000. DEER PARK. WA

DEER PARK

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a

min. climb of 360' per NM to 5600. DEPARTURE PROCEDURE: Rwv 16. climb runwav

heading; Rwy 22, climbing left turn to heading 130°; Rwvs 4.34, climbing right turn to heading 210°:

All aircraft intercept and continue climb via the 170° bearing from DPY NDB to intercept GEG R-006 to GEG VORTAC.

DILLON. MT DILLON

TAKE-OFF MINIMUMS: Rwvs 3.21. NA.

DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns,

185° inbound) to cross DLN VOR/DME at or above: northwestbound V257 8500; southwestbound V121 8500; northbound V217600; southeastbound V21, V2579400.

EASTSOUND. WA

ORCAS ISLAND (ORS) AMDT 1 09351 (FAA)

DRIGGS.ID

AMDT 2 08157 (FAA)

DEPARTURE

TAKE-OFF MINIMUMS: Rwy 16, NA-Terrain. Rwy 34, 500-3 or std, w/min, climb of 224' per NM to 600.

DEPARTURE PROCEDURE: Rwv 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH

VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800

before proceeding on course. NOTE: Rwv 34, trees beginning 330' from DER, 411' left

of centerline, up to 120' AGL/139' MSL.

ELLENSBURG.WA

BOWERS FIELD

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or

std. with a min. climb of 340' per NM to 7800. Rwy 29.

4600-3 or std. with a min. climb of 320' per NM to 7800. DEPARTURE PROCEDURE: Rwvs 7.29. climbing right

turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W. right

EPHRATA. WA

EPHRATA MUNI (EPH) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 29. NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11,

climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

turns, 087° inbound) to MEA/MOCA for route of flight.



EUGENE.OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: Rwys16L,16R,climb to 1000 then climbing right turn... Rwys 34L, 34R, climb to 1000 then climbing left turn

...all aircraft climb direct EUG VORTAC, then climb in

FUG VORTAC holding pattern (hold north, right turn) 175° inbound) to cross EUG VORTAC at or above MEA

altitude before proceeding enroute.

NOTE: Rwv 16R, tree 1992 from departure end of

runway, 832' left of centerline, 50' AGL/419' MSL, Rwy 16L, multiple trees and power poles beginning 872' from

AGL/437' MSL, multiple trees and power poles

departure end of runway, 35' right of centerline, up to 50' beginning 890' from departure end of runway 77' left of

centerline, up to 50' AGL/433' MSL, Rwv 34R, multiple

trees beginning 2869' from departure end of runway. 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline 50' AGI /428' MSI

EVANSTON.WY EVANSTON-UINTA COUNTY BURNS FIELD

direction of flight.

DEPARTURE PROCEDURE: Rwv 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME. All aircraft: cross FBR VOR/DME at or above MEA for

EVERETT.WA

SNOHOMISH COUNTY (PAINE FIELD) TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of

353' per NM to 800.

DEPARTURE PROCEDURE: Rwvs 11, 16L/R, climbing right turn, thence...Rwvs 29.34L/R, climbing left turn.

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding

pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course. NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from

departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building of centerline, up to 78' AGL/657' MSL. Rwy 16R,

beginning 449' from departure end of runway, 162' right multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL.

Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline. up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole

beginning 3340' from departure end of runway, 180' right

of centerline, up to 95' AGL/674' MSL. Tree 5762' from

departure end of runway, 221' left of centerline, 103'

FAIRCHILD AFB (KSKA) SPOKANE. WA ORIG, 08017

DEPARTURE PROCEDURES: Rwy 5 climb on track 048° to intercept SKA R-045 to 5300, then on

course Rwy 23 climb on track 241° to 3400 then TAKE-OFF OBSTACLES: Rwv 23 Terrain 2468

MSI 194' from DER 405' right of centerline Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL 509' from DER 750' right of centerline FORT BENTON, MT

FORT BENTON

TAKF-OFF MINIMUMS: Rwvs 5.23, std. w/min. climb

of 274' per NM to 8900 or 5100-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above

8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct

FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course: FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34,500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwv 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of

275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200

DEPARTURE PROCEDURE: Rwv 16. climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on

course. Rwy 21, climb via heading 206° to 5200, before proceeding on course. NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL, Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right

MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL Vehicle on road 1609' from DER, 419' left of centerline. 15' AGL/4394 'MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 'MSL, Vehicle on road 1610'

from DER, 419' left of centerline, 15' AGL/4380' MSL

of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence

328' from DER, 267' left of centerline, 7' AGL/4352'

9351

AGL/682'MSL.



GOODING ID GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 7, climb heading

068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right

NOTE: Rwv 7, rising terrain 59' from departure end of runway 479' right of centerline up to 3754' MSI. Fence

line 653' from departure end of runway, 332' right of

centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL, Rwy 25, vehicle on

road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE. ID

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles.

DEPARTURE PROCEDURE: Rwv 25, Use MELLR DEPARTURE

GRANTS PASS, OR **GRANTS PASS**

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000. DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct

RBG VOR/DME, Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS. WA

.. Rwy 15, 300-1*

Rwv 33, 300-1** * Or standard with minimum climb of 430/NM to 500. ** Or standard with minimum climb of 380/NM to 600.

Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. Rwy 33 climb runway heading direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course.

All others continue climb in GR holding pattern (Hold NW. RT. 147° inbound) to cross GR LOM at or above: 071°CW134°bearing from GR LOM, 8500; 261°CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: Rwy7, obstruction light on lighted wind sock 237 from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226 from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. Rwy 21, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197'

right of centerline, 338' AGL/4003' MSL.

GREYBULL.WY SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwv 25. 300-1 or std. w/min. climb of 260' per NM to 4200

DEPARTURE PROCEDURE: All runways for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb

on course NOTE: Rwv 25, bush 4955' from DER, 1268' right of

centerline 2'AGI /4101'MSI

GUERNSEY.WY CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwv 14, 300-1 or std. with a

min_climb of 320' per NM to 4700_Rwv 32, 1400-2 or std, with a min, climb of 320' per NM to 5800. DEPARTURE PROCEDURE: Rwv 14, climb to 5600 via heading 150°, Rwv 32, climb to 5800 via heading 070°. All aircraft continue on course.

HAILEY.ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/ min. climb of

307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwv 31. NA-obstacles. DEPARTURE PROCEDURE: Rwv 13, Climbing right

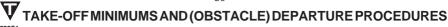
turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100'AGL/6099'MSL

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.



HAVRE MT HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/min.

climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading

032° to 3300 then climbing left turn to 8000 direct HVR

then climbing left turn to 8000 via HVR R-025 to HVR

VOR/DME thence...Rwv 8. climb heading 077° to 3300

VOR/DME thence...Rwv 21. climb heading 212° to 3300

then climbing right turn to 8000 direct HVR VOR/DMF

thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

thence... ...continue climb in hold in HVR VOR/DME holding

pattern (hold west, right turns, 094° inbound) to cross

HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: Rwv 3, pole 2682' from DER, 1044' left of

centerline, 21'AGL/2680'MSL, Rwv 8, obstruction light on windsock 59' from DER 224' left of centerline 9' AGL/2588' MSL, Tree 1192' from DER, 752' left of

centerline, 25' AGL/2610' MSL, Tank 1.3 NM from DER. 2287' left of centerline, 57' AGL/2797' MSL, Rwy 26.

light on windsock, 50' from DER, 225' right of centerline, 9'AGL/2589' MSL. Trees beginning 1617' from DER. 650' right of centerline, 25' AGL/2659' MSL.

HELENA. MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 2500-3 or std. w/min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min. climb of 560' per NM to

8100, or 1600-3 for climb in visual conditions, Rwv 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb

northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via

HLN R-336 to WOKEN INT before proceeding on NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right

of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996'MSL, tree 1011'from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL,

rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from

departure end of runway, 616' left of centerline, 47' AGL/

HERMISTON OR HERMISTON MUNI NOTE: Rwv 4, tower 379' left of departure end of

runway 50' AGI /698' MSI Rwy 22, light pole 456' left

of departure end of runway, 44' AGL/684' MSL. HOQUIAM, WA

BOWERMAN TAKE-OFF MINIMUMS: Rwv 6 600-2 or std with a

min, climb of 260' per NM to 600. DEPARTURE PROCEDURE: Rwv 6. climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

HULETT. WY HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, std, w/min, climb of 450' per NM to 6300, or 500-21/4 w/min, climb of 295'

per NM to 7700, or 2200-3 for climb in visual DEPARTURE PROCEDURE: Rwv 13. climb to 7700

climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwv 31. climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

via heading 132° before proceeding on course, or

NOTE: Rwv 13, road 398' from departure end of runway. 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwv 31, terrain 104' from departure end of runway, 420' left of centerline, 4200'

MSL, terrain 344' from departure end of runway, 233'

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA) AMDT 4 09351 (FAA)

left of centerline, 4207' MSL.

DEPARTURE PROCEDURE: All aircraft departing

IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA

holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

centerline, up to 49' AGL/4769' MSL, Tree 1034' from

DER, 715' left of centerline, 42' AGL/4762' MSL.

3906' MSL.



JEROME.ID JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 500-134 or std. w/min.

climb of 435' per NM to 4700 DEPARTURE PROCEDURE: Rwv 9. climb heading

086° to 5300 before proceeding on course, Rwy 27. climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9, bush 140' from DER, 500' left of

centerline, 16' AGL/4076' MSL, Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49'

AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline. up to 53' AGL/4137' MSL. Building 2186' from DER.

173' left of centerline, 29' AGL/4119' MSL, Rising terrain starting 2549' from DER, 560' left of centerline. up to 4219' MSL, AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL, Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL.

Rwy 27, fence starting 18' from DER, 440' left of

JOHN DAY, OR

GRANT COUNTY RGNI /OGII VIE FIFI D (GCD)

AMDT 1 09015 (FAA) TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, NA. Terrain.

centerline, up to 9' AGL/3969' MSL.

DEPARTURE PROCEDURE: Rwv 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC. climb in IMB VORTAC holding pattern (E. right turns. 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwv 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662'

MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT GLACIER PARK INTI

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO. WA

SOUTHWEST WASHINGTON RGNL TAKE-OFF MINIMUMS: Rwv 12, NA, Rwv 30, 1200-2 or

BTG VORTAC or MEA for route of flight.

std. with a min. climb of 320' per NM to 1300. DEPARTURE PROCEDURE: Departure procedure

limited to CAT A.B aircraft, Rwv 30, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct

KEMMERER WY KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.10.22.28. NA-Rwv

DEPARTURE PROCEDURE: Rwv 16, climb to 12000 via heading 166° and EBR VOR/DME R-330 to EBR VOR/ DME before proceeding on course Rwv34, climb via heading 346° to 8200 then climbing right turn to 12000 via

heading 125° and FBR VOR/DMF R-345 to FBR VOR/ DMF before proceeding on course KLAMATH FALLS, OR

KI AMATH FALLS

TAKE-OFF MINIMUMS: Rwv 7 NA Rwv 14 1100-3 or

std, with a min, climb of 275' per NM to 5500. Rwy 25. 3300-3 or std. with a min_climb of 250' per NM to 7400. Rwv 32, 2000-3 or std, with a min, climb of 320' per NM to 6300 DEPARTURE PROCEDURE: Rwys 14.25 climbyia runway heading to 6000 then climbing right turn direct LMTVORTAC thence Rwv32 climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W. right turns 070° inbound) to cross LMT VORTAC at or

above 8000. LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwv 12. Cat A/B 2900-3 or std. with a min, climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min_climb of 500' per NM to 7800. Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std.

with a min, climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence: Rwvs 30.34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn

LAKEVIEW. OR

direct LGD NDB.

LAKE COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 3700-5 or std. with a min, climb of 320' per NM to 8800, Rwv 34, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: Rwy 16, climbing right turn

via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE. WY

LARAMIE RGNL

DEPARTURE PROCEDURE: Rwv 3, turn left. 12.21, turn right. All aircraft climb direct LAR VORTAC. continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above; westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.



LAUREL, MT LAURFI MUNI

TAKE-OFF MINIMUMS: Rwvs 9.14.27.32. NA. DEPARTURE PROCEDURE: Rwy 22 turn left All aircraft climb direct BIL VORTAC

I FWISTON ID I FWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: Rwys 8.11.26.29 turn left

direct MOG VOR/DMF Continue climb in holding pattern (W. left turns, 066° inbound) to cross MQG VOR/DMF at or above 3600

I FWISTOWN MT I FWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwv 7.12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2.30 turn left Rwys 7.12.20, turn right, Rwy 25, climb runway heading Allaircraft climb direct I WT VORTAC Continue climb in holding pattern (W. right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions Rwv8, std with min_climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 8.26, for climb in visual conditions: cross Lexington Airport at or above NOTES: Rwv 8, trees 1.42 NM from departure end of

runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwy 15, use EYESE RNAV DEPARTURE.

LIVINGSTON. MT

MISSION FIELD (LVM) AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enjvironmental

DEPARTURE PROCEDURE: Rwvs 4.22. use LIVINGSTON DEPARTURE.

MADRAS, OR MADRAS MUNI (\$33)

ORIG-A 09043 (FAA) TAKE-OFF MINIMUMS: Rwv 16, std w/a min_climb of

298' per NM to 3900 or 1100-21/2 for climb in visual conditions Rwy 22 std w/amin climb of 281 ner NM to 3900 or 1100-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 4, 34, climbing left

turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course Rwy 16, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or .Rwv 22, climb heading 216° and DSD R-348 to DSD

VORTAC to 7000 before proceeding on course or for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course

MC CALL. ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA) TAKE-OFF MINIMUMS: Rwv 34, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 16 use MCCALL DEPARTURE.

MC CHORD AFB (KTCM)

TACOMA, WA

DEPARTURE PROCEDURE: Rwv 16. Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000, After ALDER, maintain MEA/MOCA for route of flight, Rwv 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER), Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight. TAKEOFF OBSTACLES: Rwv 16. Grove of trees 143'

AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER. 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER. 959' left of centerline, Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline, Rwv 34. Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of

centerline. Aircraft 65' AGL/317' MSL, 186' from DER. 407' left of centerline, Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline, Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.



MC MINNVILLE. OR

MC MINNVILLE MUNI (MMV) AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 400-11/4 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb

gradient, take-off must occur no later than 2000' prior to departure end of runway Rwy 17, std w/min_climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 4, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17.22, climbing left turn to intercept UBG R-183 to UBG VOR/DMF thence or for climb in visual conditions: cross Mc Minnville Muni at or above 1800

before proceeding on course, Rwv 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME. thence ... continue climb in UBG VOR/DME holding pattern (S.

left turns, 003° inbound) until reaching MEA for route of NOTE: Rwv 4, multiple trees beginning 2040' from

departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL, Rwv 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL, Tree 1760' from departure end of runway, 627' left of centerline. 100' AGL/257' MSL. Rwv 22. multiple trees beginning 282'

from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwv 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-Obstacles. Rwv 14, std. w/min, climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. Rwy 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 14. climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Roque Valley Intlairport at or above 4100 before proceeding direct OED VORTAC... Rwy 32, climbing right turn direct OED VORTAC, or for

climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC... ...all aircraft climb in OED VORTAC holding pattern

(hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles DEPARTURE PROCEDURE: Rwvs 11. 29. use GRZLY

DEPARTURE.

MOSES LAKE, WA GRANT COUNTY INTI NOTE: Rwv 14R, antenna 3902' from departure end of

runway, 828' right of centerline, 98' AGL/1268' MSL. Rwv 18, pole 405' from departure end of runway 334' right of centerline, 30' AGL/1209' MSL, Windsock 496' from departure end of runway 371' left of centerline 16' AGL/1195' MSL. Rwv 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSI

MOUNTAIN HOME AFB (KMUO) MOUNTAIN HOME. ID 07270

Rwv12.30 6700-3* * Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSI 1224' from DER 744' right of centerline Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline, Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline, Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL /3018' MSL 148' from DER 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER. 580' left of centerline. Road/Vehicle 15' AGL/ 3044' MSL. 1147' from DER, 794' right of centerline. Powerpole 35' AGL/3069' MSL, 2914' from DER. 940' right of centerline. Tower 30' AGL/3032' MSL. 1067' from DER, 902' right of centerline, Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from

0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline, Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline, Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

DER, 1478' left of centerline, Rwv 30. Terrain

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min, climb of 305' per NM to 7300, Rwy 28, 3500-2 or std, with a min, climb of 290' per NM to 7300. DEPARTURE PROCEDURE: Rwv 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E. left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA. ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPANDB at or above 5500 before proceeding on NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of

runway, 90' right of centerline.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures

NEWCASTI F. WY MONDELL FIELD (ECS) AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.17.23.35, NA. Rwv 13.

200-1 or std. with a min. climb of 275' per NM to 4400.

Rwv 31, 300-1 or std with a min_climb of 300' per NM to 4600 DEPARTURE PROCEDURE: Rwv 31, climbing left turn

All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: Rwv 13, fence posts, beginning 299' from DER 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84'

AGL/4244' MSL. Rwv 31, multiple poles, beginning 74'

from DER, 237' right of centerline, up to 20' AGL/4200' MSI_Bush 5787'from DER_1441' right of centerline_13' MSL/4363' MSL, Railroad 735' from DER, 314' right of

centerline 30'AGL/4202' MSL, Road 207' from DER.

254'right of centerline, 15' AGL/4187'MSL.

NEWPORT.OR NEWPORT MUNI TAKE-OFF MINIMUMS: Rwv 2 NA Rwv 16 500-2 or std, with a min, climb of 310' per NM to 800

DEPARTURE PROCEDURE: Rwv 2. NA. Rwv 16. turn right, Rwy 34, turn left, Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or

above 2200 NORTHBEND, OR SOUTHWEST OREGON RGNL (OTH)

AMDT 4B 09071 (FAA) TAKE-OFF MINIMUMS: Rwv 4, 800-2 or std. with a min. climb of 340' per NM to 900. Rwy 13,800-2. Rwys 16,34, NA-Rwy closed. Rwy 31, 300-2 or std. with a min, climb of 240' per NM to 400.

13, 22, turn right. All aircraft climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH NOTE: Rwy 13, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL.

DEPARTURE PROCEDURE: Rwys 4,31, turn left. Rwys

OAKHARBOR, WA A J EISENBERG (OKH) ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1

DEPARTURE PROCEDURE: Rwy 7. climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple PASCO, WA trees beginning 664' from DER, 208' right of centerline,

via heading 251° to 2100, then climbing left turn direct

and left of centerline, 10' AGL/229' MSL. Multiple

DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

CVV VOR/DME. Continue climb on course.

up to 80' AGL/299' MSL. Fence 612' from DER, right bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from

visual conditions.

DEPARTURE PROCEDURE: Rwv 8, climb heading

085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200

min, climb of 706' per NM to 600, or 2200-3 for climb in

turn direct OLM VORTAC, thence...

AMDT 5A 09127 (FAA)

then climbing right turn direct OLM VORTAC, thence.

or climb in visual conditions to cross QLM VORTAC at

or above 2300, thence... Rwy s 26.35, climbing right

... continue climb in OLM VORTAC holding pattern

VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, multiple trees beginning 880' from DER.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL, Rwv 17, multiple trees beginning 1008' from DER, 24' left of centerline.

up to 100' AGL/490' MSL. Multiple trees beginning 752'

from DER, 3' right of centerline, up to 100' AGL/370'

beginning 475' from DER, 595' left of centerline, up to

100' AGL/330' MSL. Multiple trees beginning 338' from

DER, 339' right of centerline, up to 100' AGL/309' MSL.

Rwv 35, multiple trees beginning 2176' from DER, 198'

DER, 621' right of centerline, up to 100' AGL/315' MSL.

left of centerline, up to 100' AGL/313' MSL. Multiple

trees and field light on hangar beginning 657' from

TAKE-OFF MINIMUMS: Rwv 17, 2200-2 or std. with a

DEPARTURE PROCEDURE: Rwv 17, use GETNG

MSL. Rwy 32, multiple trees, poles, and buildings

centerline up to 100' AGL/2458' MSL. Multiple trees,

beginning 340' from departure end of runway, 405' left of

min. climb of 300' per NM to 4200, Rwv 35, NA.

RNAV DEPARTURE. Rwy 35, NA.

MSL. Rwy 26, multiple trees and WSK on building

(south, right turn, 356° inbound) to cross OLM

214' left of centerline, up to 100' AGL/343' MSL.

TAKE-OFF MINIMUMS: Rwv 17, 300-2 or std. with a

OLYMPIA. WA OLYMPIA RGNI (OLM)

ONTARIO.OR ONTARIO MUNI (ONO) AMDT 3 08325 (FAA) DEPARTURE PROCEDURE: Rwy 32, climb to 9600 on a heading between 010° CW to 141° from departure end

OMAK. WA

OMAK

of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings

beginning 90' from departure end of runway, 157' right of

centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314'

poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

9351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



FASTERN OREGON RGNI, AT PENDI ETON

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing

Rwys 11, 16, climbing right turn direct PDT VORTAC

left turn direct PDT VORTAC, thence

Rwy 25 climb direct PDT VORTAC, thence

at or above MEA before proceeding on course NOTE: Rwv 16, multiple trees beginning 232' from DER.

... continue climb in PDT VORTAC holding pattern (West left turn 073° inbound) to cross PDT VORTAC

348' right of centerline, up to 100' AGL/1579' MSL.

MSL. Rwy 29, terrain 189' from DER 247' left of

PINEDALE/RALPH WENZ FIELD (PNA)

Rwy 25, multiple antennas and terrain beginning 203'

from DER 259' left of centerline up to 13' AGL /1512'

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb

of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwv 11, climbing right

turn to 10000 via heading 190° and BPIR-040 to BPI

VOR/DME before proceeding on course, Rwy 29.

climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course

Wenz Field at or above 11800 before proceeding on

or for climb in visual conditions; cross Pinedale/Ralph

departure end of runway, 71' left of centerline, up to 12'

AGL/2251' MSL. Multiple bushes beginning 362' from

departure end of runway, 514' right of centerline, up to

12' AGL/2251' MSL, Rwv 30, multiple bushes and road

beginning 68' from departure end of runway, 75' right of

DEPARTURE PROCEDURE: use KNURL ONE

PORT ANGELES, WA

PORT ANGELES CGAS DEPARTURE PROCEDURE: Conter departure, climb

from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE_right turns_237° inbound)

to MEA for direction of flight.

WILLIAM R FAIRCHILD INTI DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use

PORTI AND OR

PORTLAND INTL (PDX) AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, 500-3 or std. w/min. climb of 400' per NM to 600, Rwy 10L/R, std. w/min.

WATTR FIVE DEPARTURE

climb of 270' per NM to 2900, Rwy 21, std. w/min, of 310' per NM to 1800.

DEPARTURE PROCEDURE: Rwv3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwvs 10L.10R, climb heading 099°

to 500, then climbing left turn direct BTG VORTAC. thence ... Rwy 21, climb heading 205,03 to 500, then climbing right turn direct BTG VORTAC, thence Rwys 28L, 28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence continue climb in BTG VORTAC holding pattern

(hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on

NOTE: Rwv 3. signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and

vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. Rwv 10L, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL, Rwy 10R, pole 1996' from departure

end of runway, 758' right of centerline, 54' AGL/74' MSL.

note: Rwv 21, trees beginning 1319' from departure end

end of runway, 36' left of centerline, up to 100' AGL/317'

of runway, 155' right of centerline, up to 100' AGL/318'

MSL. Poles and trees beginning 353' from departure

Rwy 28R, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right

MSL. Rwv 28L, trees 1873' from departure end of

runway, 836' left of centerline, 50' AGL/88' MSL.

of centerline, up to 27' AGL/69' MSL.

PLENTYWOOD, MT SHER-WOOD NOTE: Rwy 12, multiple bushes beginning 47' from

course.

PENDLETON, OR

AMDT 3 09183 (FAA)

centerline 1493 MSI

AMDT 2 09295 (FAA)

PINEDALE. WY

centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO RGNL (PIH) AMDT 7 09351 (FAA)

POCATELLO, ID

DEPARTURE.

POLSON, MT

POLSON TAKE-OFF MINIMUMS: Rwy 18, N/A-extremely

precipitous terrain. Rwy 36, standard with a min. climb

of 270' per NM to 8400'. DEPARTURE PROCEDURE: Rwy 36, Use ANGIL RNAV DEPARTURE.

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end

9351

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

ridges.

of runway, 3383' left of centerline, 100' AGL/3179 MSL, Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River



PORTLAND, OR (CON'T) PORTLAND-HILLSBORO

TAKF-OFF MINIMUMS: Rwv 30. 200-11/4 or std. with a

min, climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway DEPARTURE PROCEDURE: Rwv 12, climbing right

turn direct UBG VOR/DME...Rwvs 2, 20, 30, climbing left turn direct UBG VOR/DMF

...all aircraft climb in UBG VOR/DME holding pattern (west, right turn, 108° inbound) to cross UBG VOR/

DME at or above MEA/MCA for direction of flight before proceeding on course. NOTE: Rwv 2, multiple roads beginning 246' from

departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL, Rwy 12, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL, Rwv 30, multiple trees beginning 1664' from departure end of runway. 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline. 26' AGL/215' MSL.

PORTI AND-TROLITDALE

TAKE-OFF MINIMUMS: Rwy7, 3600-2 or std. with a min, climb of 380' per NM to 4100, Rwy 25, 900-2 or std. with a min, climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy7, turn left. Rwy 25, turn right, All aircraft climb via BTG R-125

direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: Rwy 3,16,21,34, NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwv 31, turn left, All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR PRINEVILLE (S39)

AMDT 1 08213 (FÁA)

TAKE-OFF MINIMUMS: Rwv 10, std, w/min, climb of

350 feet per NM to 6500, or 2400-3 for climb in visual conditions Rwv 15, std w/min_climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28. std w/min_climb of 450' per NM to 6700_or 2400-3 for climb in visual conditions Rwv 33, std. w/min.climb.of. 380' per NM to 6700, or 2400-3 for climb in visual DEPARTURE PROCEDURE: Rwv 10, climb heading

102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course, Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 28. climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. NOTE: Rwv 10, trees beginning 2693' from departure end

of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwv 15. trees beginning 1129' from departure end of runway 697' right of centerline up to 100' AGL /3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwv 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOWRGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwv 23, 300-1 or std, with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwv 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions: cross Pullman-Moscow Ronl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwv 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.



PUYALLUP, WA PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 34, 300-1

DEPARTURE PROCEDURE: Rwv 16, climbing right

turn, Rwv 34, climb runway heading, All aircraft climb via

SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in

COTNY holding pattern (Hold S. left turns, 338°

inhound) to depart COTNY at or above: 001° CW 090°

3500.090° 3500.091°CW 120° 10.400.121° CW 170°

2700.171°CW360°1500.

NOTE: Rwv 16. light pole 511' from DER, 567' right of

centerline, 40' AGL/552' MSL. Multiple poles on building

beginning 187' from DER, 416' left of centerline, up to

575' MSL. Multiple trees beginning 363' from DER, 656'

left of centerline to 540' right of centerline, up to 662'

MSL, Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain

beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL, Rwv 34, multiple

trees beginning 58' from DER 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155'

from DER, 464' left of centerline, 578' MSL, Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS. WY RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwv 4, 600-2 or std, with a min.

climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwvs 10.28, NA.

DEPARTURE PROCEDURE: Rwy 4, turn right. Rwy 22, turn left, Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route.

Aircraft departing eastbound V4 or V6 climb via RWLR-200 to assigned route then climb on course. REDMOND. OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, std. w/min. climb of

269' per NM to 4700. Rwy 28, std. w/min. climb of 276' per NM to 4800. DEPARTURE PROCEDURE: Rwv 4. climbing left turn via heading 265° and DSD R-047 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North,

right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: Rwy 28, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb

of 405' per NM to 800, or 1100-21/2 for climb in visual

conditions Rwv 34 500-2% or std with a min_climb of

315' per NM to 700.

DEPARTURE PROCEDURE: Rwv 16, climb heading

157° to 700, then climbing right turn direct SEA VORTAC, thence.... or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000

MSL, then proceed on SEA R-029 to SEA VORTAC. thence... Rwv 34, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...Climb in SEA VORTAC holding pattern (East, left

turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight. NOTES: Rwv 16, trees, towers, lights and blast shield

beginning 185' from DER 4' left of centerline up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwv 34. Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSI Trees terrain and wood piling beginning 75' from

DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG.ID REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: Rwv 17, climbing right turn, Rwv 35, climbing left turn. All aircraft climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of

flight before proceeding on course. NOTE: Rwv 17, 100'AGL trees 125' from departure end of runway, 350' left of centerline, Rwy 35, 100' AGL trees 350' from departure end of runway, 450' right of centerline, 100' AGL trees 750' from departure end of runway, 500' left of centerline.



RICHI AND WA RICHI AND

TAKE-OFF MINIMUMS: Rwv 1, 200-1 or std. w/min. climb of 310' per NM to 700. Rwy 19. std. w/min. climb of 480' per NM to 2300, or 1800-21/2 for climb in visual

conditions, Rwv 26, 500-21/2 or std, w/min, climb of 309 per NM to 1000 DEPARTURE PROCEDURE: Rwv 1, climbing right turn via heading 070° and PSC R-301 to PSC VOR/

DME, thence...Rwv 8, climbing right turn direct PSC VOR/DME, thence... Rwv 19, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/ DME thence...Rwy 26, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence... ...climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or

above MEA for route of flight before proceeding on NOTE: Rwv 1, crane and multiple poles 752' from departure end of runway, 477 right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. Rwy 8, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad

beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL, Rwv 19, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees. terrain, and buildings 22' from departure end of runway. 30' left of centerline, up to 100' AGL/479' MSL. Rwy 26, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway. 255' right of centerline, up to 18' AGL/417' MSL.

RIVERTON. WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS. WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC, Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260°inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMI IMS: Rwv 16 std w/min climb of

260' per NM to 9900 or 6100-3 for climb in visual conditions Rwv34, std w/min_climb of 250' per NM to 9900 or 6100-3 in visual conditions DEPARTURE PROCEDURE: Rwv 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course Rwv 34, climb

to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. NOTE: Rwv 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwv 34, building 158' from DER 370' left of centerline 40' AGL /3130' MSL Tree 1358' from DER 556' left of centerline 50' AGL/



ROSEBURG.OR ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb of

642' per NM to 2000, or 1700-3 for climb in visual conditions, Rwv 34, std. with a min, climb of 760' per

NM to 2000, or 1700-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 16, climb direct

RBG VOR/DMF or climb in visual conditions to cross

Roseburg Airport southbound at or above 2200, then

direct RBG VOR/DME. Then via RBG R-157 and right

turn direct RBG VOR/DMF to cross at or above the

cross Roseburg Airport northbound at or above 2200

and then via heading 342° to 4000. Then climbing left

have not reached the MCA or MEA for route of flight

NOTE: Rwv16, tower 1.56 NM from departure end of

runway, 2231' right of centerline, 50' AGL/1201' MSL.

of centerline, 21' AGL/980' MSL, tree 1.46 NM from

centerline, 45' AGL/964' MSL, pole 1.36 NM from

departure end of runway, 921' right of centerline, 75'

AGL/914' MSL, rod on airway beacon 1,29 NM from

departure end of runway, 409' right of centerline, 52'

obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557'

MSL. Rwv 34, tree 1.10 NM from departure end of

pole 4850' from departure end of runway, 56' left of

from departure end of runway, 508' left of runway

centerline, 21' AGL/780' MSL. Tree 5067' from

departure end of runway, 265' right of centerline, 43'

AGL/802' MSL. Tree 4260' from departure end of

centerline, 100' AGL/642' MSL. Tree 913' from

runway, 2003' left of runway centerline, 60' AGL/1179

MSL, Tree 5165' from departure end of runway, 1744' left

centerline, 15' AGL/894' MSL. Tree 4785' from depature

end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826'

left of runway centerline, 17' AGL/896' MSL. Tree 4079'

runway, 345' right of centerline, 42' AGL/761' MSL. Tree

1465' from departure end of runway 329' right of runway

departure end of runway, 217' right of runway centerline,

MSL. Hill 1065' from departure end of runway, 299' right

100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615'

of runway centerline 608' MSL. Trees beginning 60'

centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway

centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway

centerline, 15' AGL/560' MSL. Multiple signs beginning

792' from departure end of runway, 550' left of runway

centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway

from departure end of runway, 117' left of runway

of centerline, 64' AGL/1023' MSL. Obstruction light on

AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL.

departure end of runway, 1298' right of runway

tree 1.47 NM from departure end of runway, 1560' right

turn direct RBG VOR/DMF to cross RBG VOR/DMF

at or above MCA or MEA for route of flight. Aircraft that

continue climb via RBG R-157 and right turn direct RBG

MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to

min, climb of 240' per NM to 800, Rwv 16, 600-2 or std.

with a min. climb of 340' per NM to 800.

SALEM, OR

MCNARY FIFLD TAKE-OFF MINIMUMS: Rwv 13, 600-2 or std. with a

DEPARTURE PROCEDURE: Comply with SIDs or:

Rwvs 31.34, turn right, Rwv 16, turn left, Rwv 13, climb heading 130°. All aircraft climb direct TURNO LOM/

Int. Continue climb in holding (SE, left turns, 310° inhound) to cross TURNO LOM/INT at or above MEA

LEMHL COUNTY

for route of flight.

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or

std, with a min, climb of 390' per NM to 8000. DEPARTURE PROCEDURE: Rwv 17. NA. Rwv 35. climb runway heading to 8000, then climbing left turn to 11.300 direct LKT VOR/DME before proceeding on

course.

SALMON, ID

SANDPOINT.ID SANDPOINT

TAKE-OFF MINIMUMS: Rwv 1, 4200-2 or std. with a

min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std, with a min, climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwv 19. climbing left turn to COE VOR/DME via

to 9000 via 310° bearing from SAA NDB then continue

SARATOGA, WY SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400. DEPARTURE PROCEDURE: Rwv 5. turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb

heading 140° and COE R-002.

climb on course. SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn

direct BTG VORTAC. Rwy 33, climbing right turn

direct BTG VORTAC. Aircraft departing BTG R-160

CW R-329 climbing left turn on course. All others climb

in BTG VORTAC holding pattern (NW, right turns, 149°

inbound) to cross BTG VORTAC at or above MEA/

MCA for direction of flight. NOTE: Rwy 15, 158' MSL tree 470' from departure end of

runway, 499' right of centerline, Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

of centerline; 142' MSL trees 1343' from departure end

of runway, 348' right of centerline.

VOR/DME

9351

centerline, 29' AGL/557' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



SEATTLE, WA BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwv 131 . 500-3 w/min_climb of

232' per NM to 800, or 1000-21/2 for climb in visual conditions Rwv13R.std w/amin climb of 476' per NM to 900, or 500-3 w/a min, climb of 386' per NM to 900 or 1000-21/2 for climb in visual conditions Rwv 311. std w/amin_climb of 386' per NM to 800_or 300-11/2 w/

min, climb of 235' per NM to 800, or 1000-2 1/2 for climb in visual conditions Rwv 31R, std w/a min_climb of 334' per NM to 900, or 400-13/4 w/ min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwys 131 /R. climbing right turn. Rwvs 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA

VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. NOTES: Rwv 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway. 411' left of centerline, up to 127' AGL/479' MSL Rwv13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwv 31L, multiple trees, fence, and building beginning 250' from departure end of runway. 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL, Rwv31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway,

SEATTLE-TACOMA INTL (SEA)

AGL/101'MSL.

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys 16L, 16C, 16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

389' right of centerline, up to 103' AGL/350' MSL.

departure end of runway, 99' left of centerline, up to 71'

Multiple obstruction lights beginning 214' from

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from

departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy 34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway,

857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT SHELBY

TAKE-OFF MINIMUMS: Rwv 5, 200-11/4 or std. w/min.climb

of 212' per NM to 3700, or alternatively, w/std, takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 1300' prior to departure end of NOTE: Rwv 5, fence post 320' from departure end of runway

162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwv 11, truck on road 906' from departure end of runway 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway 26' right of centerline 75' AGL/ 3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway 174' left of centerline 22' AGL/ 3451'MSL

SHELTON, WA SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwv 5, std. w/a min, climb of 312'

per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23 std w/amin climb of 414' per NM to 4000 or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 5. climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL, Rwy 23. multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



SHERIDAN WY SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwv 5, 700-3 or std. w/min.

climb of 318' per NM to 5100, or. . . Rwv 14, 800-3 or std. w/min_climb of 263' per NM to 5100_or Rwv 23, 900-3 or std. w/min, climb of 348' per NM to 5100, or.

1400/3 for climb in visual conditions. Climb in visual conditions NA at night

DEPARTURE PROCEDURE: Rwv 5. climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence...Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or

climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwv 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to

SHR VORTAC, thence... Rwv 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence... ...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from

departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSI

SIDNEY, MT

SIDNEY-RICHLAND MUNI

TAKE-OFF MINIMUMS: Rwv 28, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 15R, 331 NA-obstacles

Rwy 15L, std, w/min, climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions, Rwv 33R, std, w/ min_climb of 475' per NM to 800_or 1200-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 151 . climbing right

turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON I OM thence aircraft departing WATON LOM on bearings 150°

CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course NOTE: Rwv 15L, tree 81' from DER, 177' right of

centerline, 40' AGL/106'MSL, Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline. 40' AGL/56' MSL, Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



SPOKANE, WA FELTS FIELD

TAKE-OFF MINIMUMS: Rwys 3L,3R, std. w/min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions, Rwy 21L, std, w/min, climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. Rwy

21R. std. w/min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 3L, 3R, climb to

3600, then climbing right turn heading 210° and GEG R-

050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400.

then via GEG R-050 to GEG VORTAC, Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course, Rwvs 21L, 21R. climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course. NOTE: Rwy 3L, multiple trees beginning 5000' from departure end of runway, 530' left of centerline, up to 104' AGL/2513'MSL. Tree 1854' from departure end of

runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. Rwy 3R, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of centerline, up to 128' AGL/3560' MSL. Rwy 21L, pole 316' from departure end of runway, 302' left of centerline,

33' AGL/1992' MSL, tree 926' from departure end of

runway, 362' left of centerline, 50' AGL/2006' MSL. building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/ 1975' MSL. Elevator 4080' from departure end of runway. 598' left of centerline, 134' AGL/2080' MSL. Rwy 21R, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/

1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway, 404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29' AGL/1975' MSL, pole 1427' from departure end of runway, 13' right of centerline, 33' AGL/1982' MSL.

SPOKANE INTL

DEPARTURE PROCEDURE: All aircraft climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200. southeast thru westbound climb on course.

STEVENSVILLE, MT STEVENSVILLE

TAKE-OFF MINIMUMS: Rwv 12, do not exceed 210 knots.

until established on MSO R-163. Rwv 30, do not exceed 210 knots until established on MSO R-160 DEPARTURE PROCEDURE: Rwv 12, climbing right turn via heading 335 and MSO R-163 to MSO DMF climb in MSO VOR/DMF holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn. 340° inhound) to 13000' before proceeding on course.

SUNRIVER, OR SUNRIVER

TAKE-OFF MINIMUMS: Rwv 18 300-1 or std with a min climb of 360' per NM to 4400. Rwv 36, 600-2 or std. with a min, climb of 240' per NM to 4900. DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 7000 then climbing left turn direct DSD VORTAC Rwv 36, climb direct to DSD VORTAC Then

TACOMA, WA

TACOMA NARROWS

all aircraft climb on course.

TAKE-OFF MINIMUMS: Rwv 35, 400-1 or std, with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwv 17, turn right, climb via heading 230° to intercept QLM R-009 then direct OLM VORTAC, Rwv 35, turn left, climb via heading 270° to intercent SEA R-230 then direct CARRO INT Continue climb in holding (SW, right turns, 047° inbound)

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

to MEA or assigned altitude for route of flight.

TAKE-OFF MINIMUMS: Rwv 2. CAT A.B 1100-2 or std. with a min, climb of 350' per NM to 1500, CAT C.D 2600-3 or std. with a min. climb of 475' per NM to 3100. Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200, Rwv 12, 1400-3 or std. with a min, climb of 500' per NM to 2000. Rwy 20, 1800-3 or std. with a min. climb of 470' per NM to 2200. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwvs 2.7. climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwvs 20. 30, climbing left turn heading 120°. aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31. use FETUJ RNAV DEPARTURE.

9351



TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY RGNI

TAKE-OFF MINIMUMS: Rwv 12 NA

DEPARTURE PROCEDURE: Aircraft departing on

TWF R-240 CW R-080 climb on course All others climb runway heading 6000 then climbing turn direct TWF VORTAC Climb in holding pattern (NW_right

turns 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER. WA PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. std. w/min. climb of 358'

per NM to 600, or 500-3 w/min, climb of 201 per NM to 600, or 900-2½ for climb in visual conditions. Rwy 26. 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 8. climb heading 079° to 500 then climbing left turn direct BTG VORTAC

thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSI, then proceed on

BTG VORTAC R-179 to BTG VORTAC, thence... Rwv 26. climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence, ... or for climb in visual conditions: cross Pearson Field at or above 800 MSL

then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... ... continue climb in BTG VORTAC holding pattern (hold

northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight. NOTE: Rwv 8, tree 1.4 NM from departure end of runway. 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline. 100' AGL/401' MSL. Tree 2 NM from departure end of

runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL, Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL.

Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA. WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7, 20,25,34, turn left, Rwy 16, turn right, All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight. NOTE: Rwv 16, antenna 365' from departure end of

runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER.ID WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std. w/min, climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions, Rwv 30, std. w/min, climb of 360' per NM to

4000 or 2400-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 12, climb heading 121° to 3900 before proceeding on course. Rwv 30. climb heading 301° to 4000 before proceeding on course for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: Rwv 12, tree 248' from departure end of runway. 443' right of centerline, 100' AGL/2184' MSL, Rwy 30. tree 1907' from departure end of runway 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA PANGBORNMEMORIAL

TAKE-OFF MINIMUMS: Rwv7. NA. Rwv12. 1500-2 or

std. with a min. climb of 510' per NM to 2900. 25.30 CATA B 1600-2 or std with a min_climb of 360

per NM to 3100. CAT C.D 5500-3 or std. with a min. climb of 570' per NM to 7200. DEPARTURE PROCEDURE: Rwv 12. climb runwav

heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E.right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200

WEST YELLOWSTONE, MT YELLOWSTONE

7400: R-201 CW R-009, 8200.

TAKE-OFF MINIMUMS: Rwv 19, 2200-2 or std. with a min, climb of 245' per NM to 8900, FAR 135 AUTH: Rwv 1. 1/2 mile. DEPARTURE PROCEDURE: Rwv 1. turn right.

aircraft climb direct TARGY LOM, Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

WHEATLAND. WY PHIFFR AIRFIFI D

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to

9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course. NOTE: Rwy 8, multiple trees 512' from departure end of

runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/vehicles beginning 2' from departure end of runway, on centerline

to 499' right of centerline, 100' AGL/4859' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

WHIDBEY ISLAND NAS (AULT FIELD)

(NUW)

Diverse departures not authorized

MILITARY DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 430'/NM until 600. Climbing left turn

to 2000, intercept NUW R-067, expect radar vectors to

ioin assigned route. Rwv 14: Climbing left turn to 2000. intercept NUW R-128, expect radar vectors to join assigned route Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route, Rwv

32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not

received by 10 DME of NUW TACAN, climb to 3000. intercent the NUW 11 DMF ARC to join assigned route. CIVIL DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 270'/NM until 700. Climbing left turn to 2000 via heading 067°, expect radar vectors to join

assigned route. Rwv 14: Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwv 32: Climb to 2000 via heading 317°.

expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route, TAKEOFF OBSTACLES: Rwv 7: Terrain 7813' from DER 2469' left of centerline

276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL, Trees, 5239' from DER, 6257' left of centerline, 495' MSL, Trees, 8561' from DER, 3685' left of centerline, 426' MSL, Trees, 12,561' from DER.

4814' right of centerline, 462' MSL, Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15.361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. Rwv 16, 300-2 or std, with a min, climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others

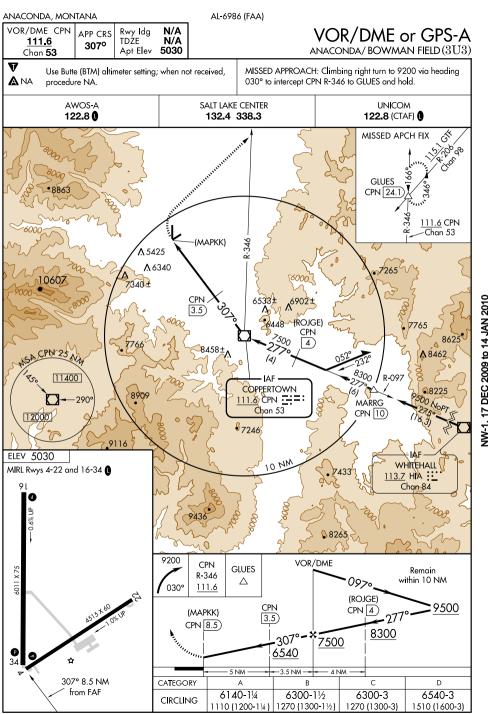
continue climb in RLY VOR/DME holding pattern (N. right turns, 159° inbound) to cross RLY VOR/DME at orabove 7000.

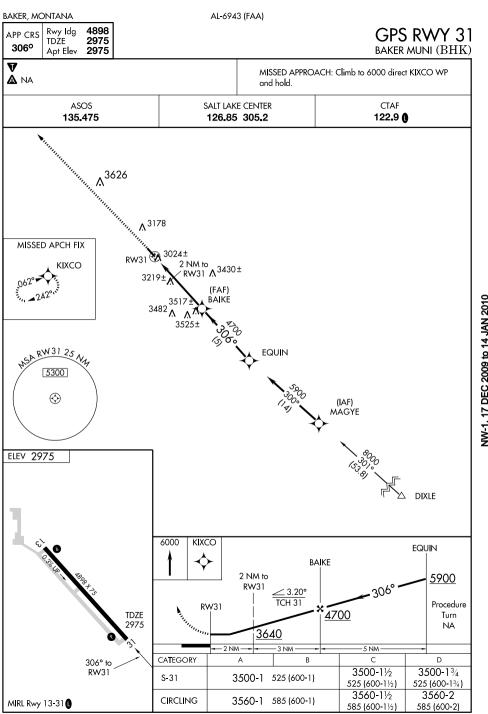
YAKIMA, WA

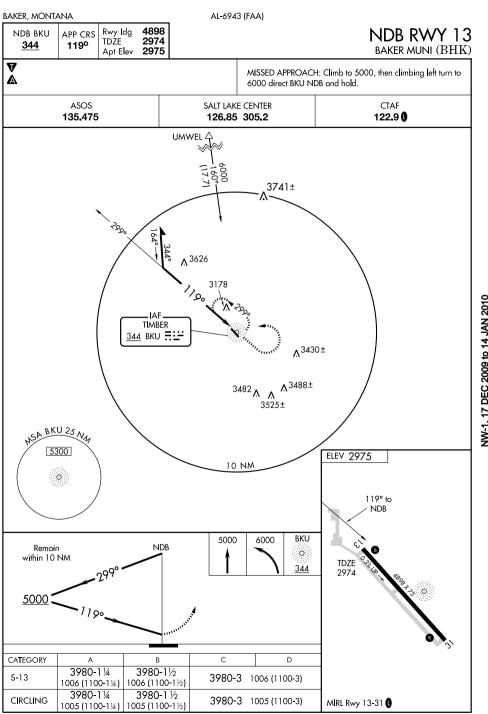
YAKIMA AIR TERMINAL/MCALLISTER FIELD

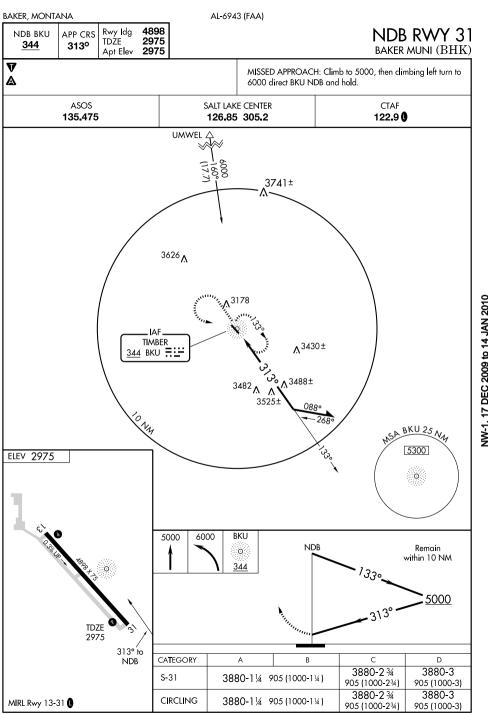
TAKE-OFF MINIMUMS: Rwy 4, NA. Rwy 9, 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200

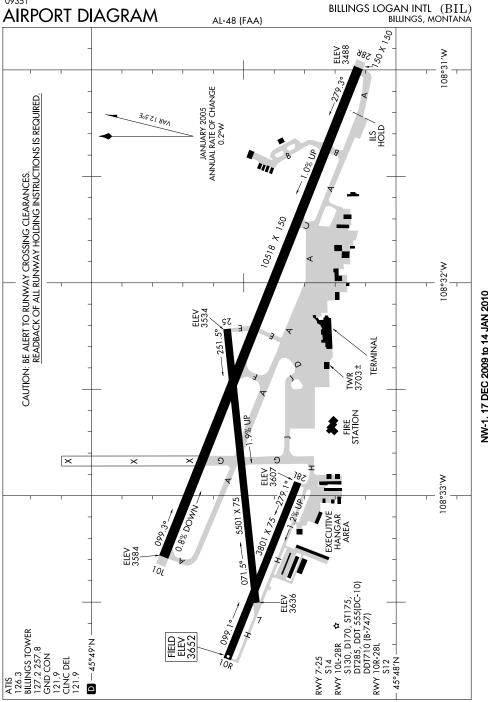
DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.

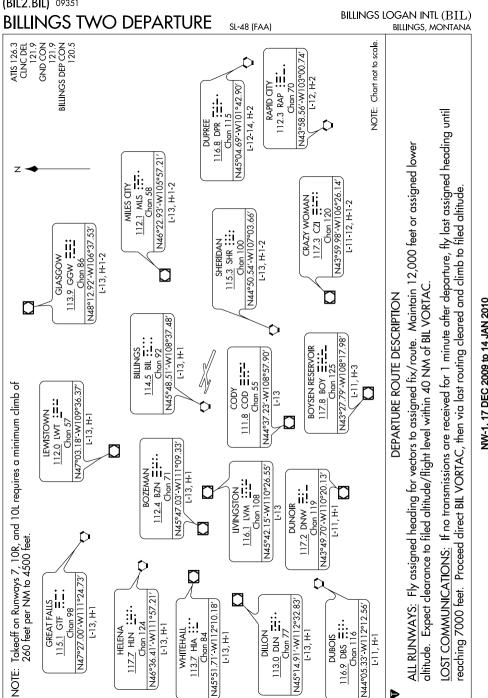


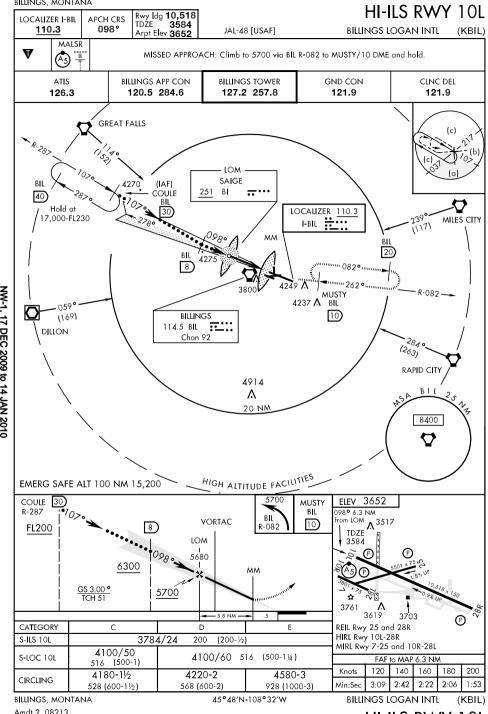


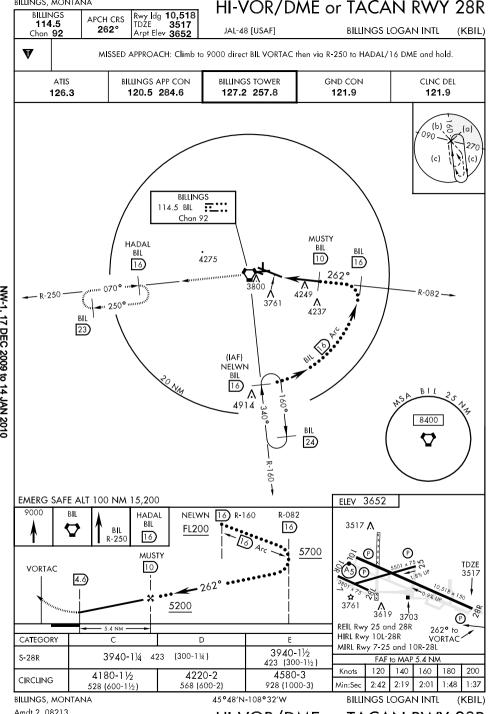




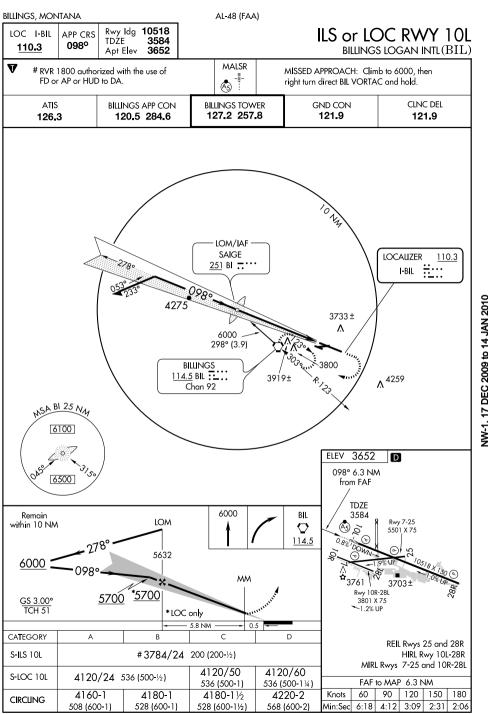


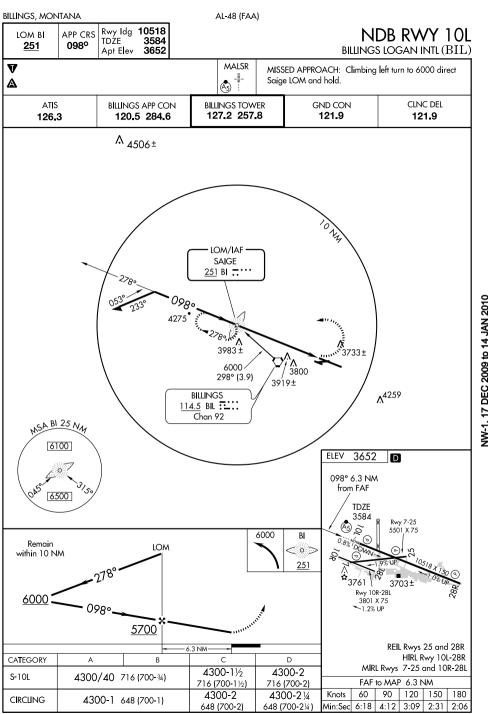


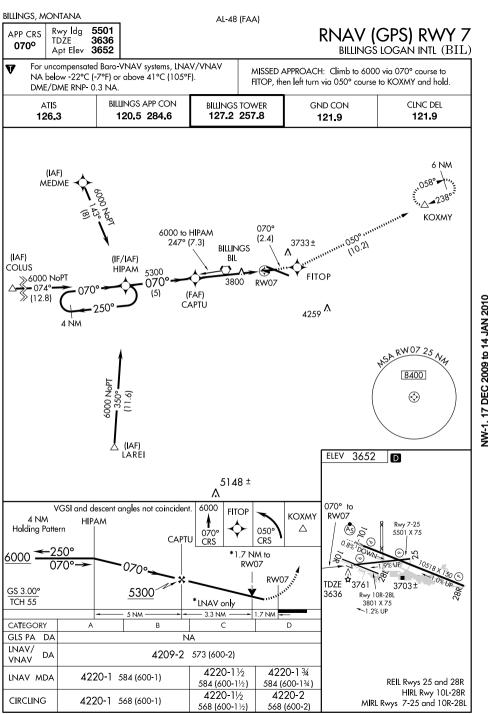


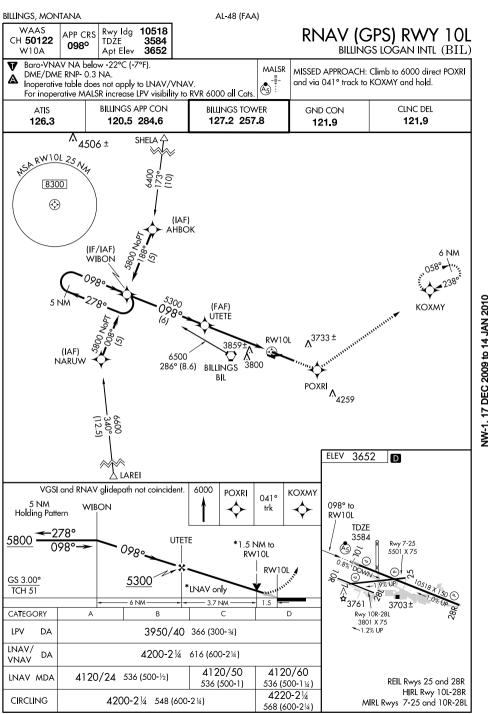


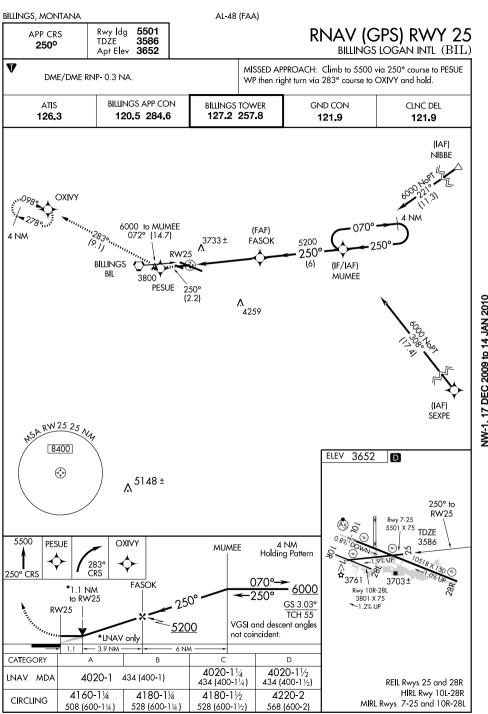
BILLINGS, MONTANA AL-48 (FAA) LOC/DME I-BMO Rwy Idg 10518 ILS or LOC/DME RWY 28R APP CRS 111.5 TDŹE 3517 278° BILLINGS LOGAN INTL (BIL) Apt Elev 3652 Chan 52 V MISSED APPROACH: Climb to 4300 then climbing left turn to 6000 direct BIL VORTAC and hold. ATIS **BILLINGS TOWER** CLNC DEL **BILLINGS APP CON** GND CON 127.2 257.8 126.3 120.5 284.6 121.9 121.9 RADAR REQUIRED LOCALIZER 1 111.5 **BILLINGS** 114.5 BIL :::.. Chan 52 Chan 92 Λ _{3733 ±} R-252-3800 **-** 252°⋯ (IAF) NW-1, 17 DEC 2009 to 14, IAN 2010 ⁴²⁵⁹^ **SUTLE** I-BMO 11.9 4691 I-BMO 6.9 0980 NSA BIL 25 MA 6100 3652 **ELEV** D ,040° 8400 4300 6000 VGSI and ILS glidepath not coincident. BIL **SUTLE** \Diamond Procedure Turn I-BMO 11.9) Rwy 7-25 5501 X 75 NA 114.5 ZELAR I-BMO 6.9 **TDZE** 6000 3517 I-BMO 5160 1.9 3703± Rwy 10R-28L 3801 X 75 5200 GS 3.00° ~1.2% UP 278° 5 ŃM TCH 56 from FAF 5 NM 5 NM D CATEGORY S-ILS 28R 3767-1 250 (200-1) 4000-11/4 4000-11/2 4000-1 483 (400-1) S-LOC 28R 483 (400-11/4) 483 (400-11/2) REIL Rwys 25 and 28R HIRL Rwy 10L-28R 4160-1 4180-11/2 4180-1 4220-2 CIRCLING MIRL Rwys 7-25 and 10R-28L 508 (600-1) 528 (600-1) 528 (600-11/2) 568 (600-2)

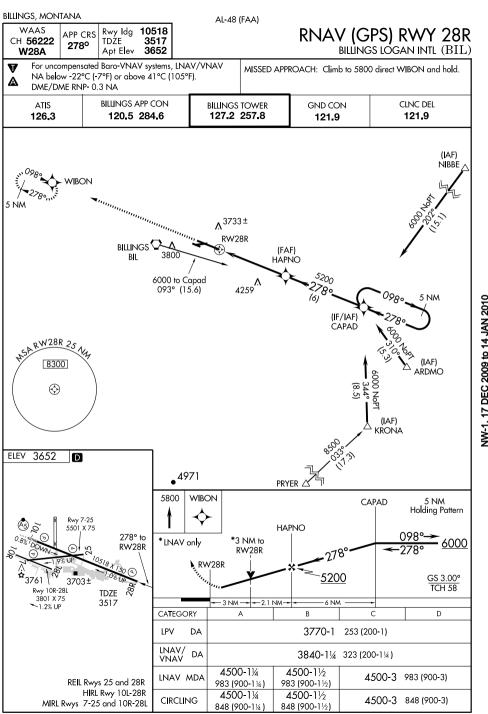


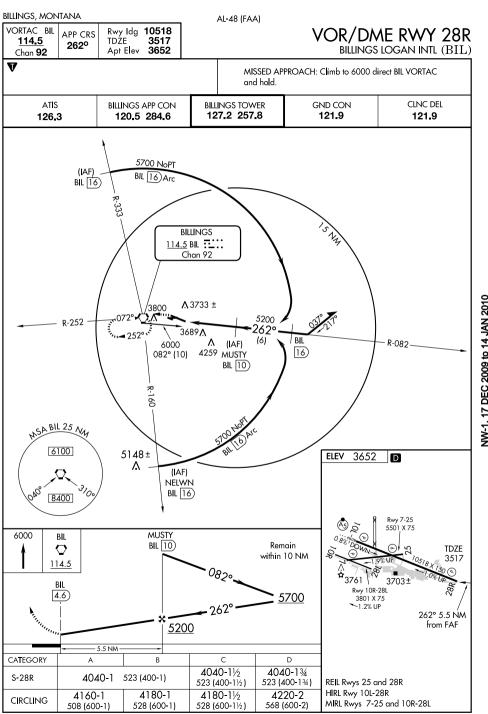


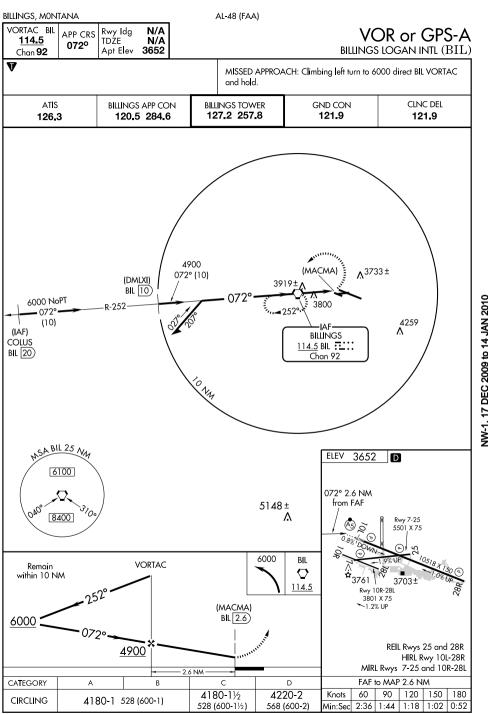


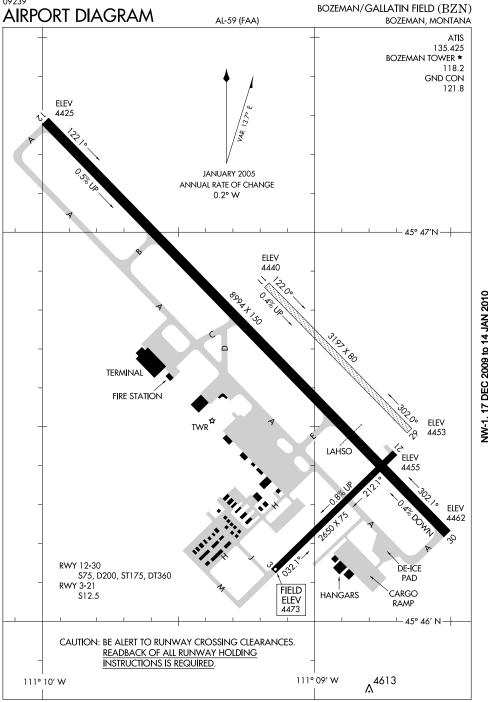






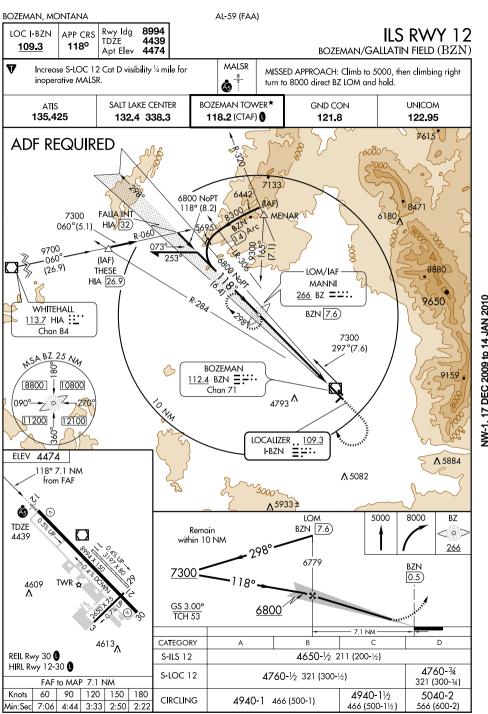






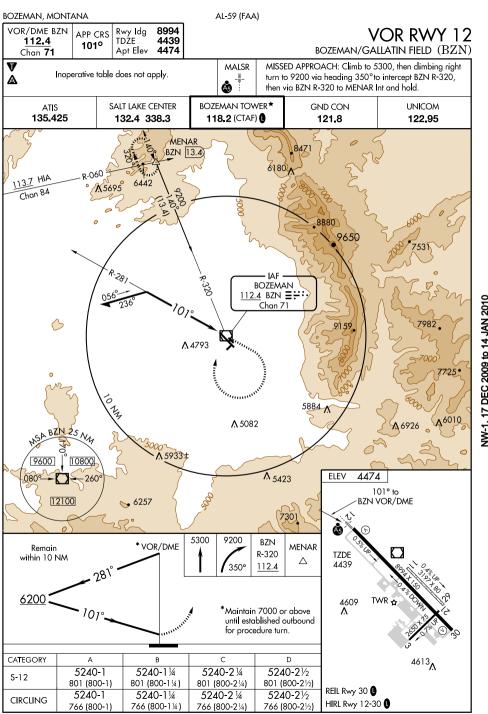
(BZN1.BZN) 08213 SL-59 (FAA) BOZEMAN/ GALLATIN FIELD (RZN) **BOZEMAN ONE DEPARTURE** (OBSTACLE) BOZEMAN, MONTANA ATIS 135.425 GND CON 121.8 BOZEMAN TOWER ★ 118.2 (CTAF) SALT LAKE CITY CENTER 132 4 338 3 8000 **BOZEMAN** 112.4 BZN **Ξ∺**⋯ Chan 71 N45°47.03′-W111°09.33′ TAKE-OFF MINIMUMS Rwy 3, 21: NA - ATC. Rwy 12, 30: Standard TAKE-OFF OBSTACLE NOTES Rwy 30: Pole 636' from DER, 622' left of centerline, 62' AGL/4452' MSL. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 12: Climbing right turn heading 340° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight. TAKE-OFF RUNWAY 30: Climbing left turn heading 275° to intercept BZN R-284 outbound to 8000. Aircraft departing westbound via V343 climb on course, all others continue climbing left turn to intercept BZN R-274 to BZN VOR/DME, cross BZN VOR/DME at or above MCA or MEA for route of flight.

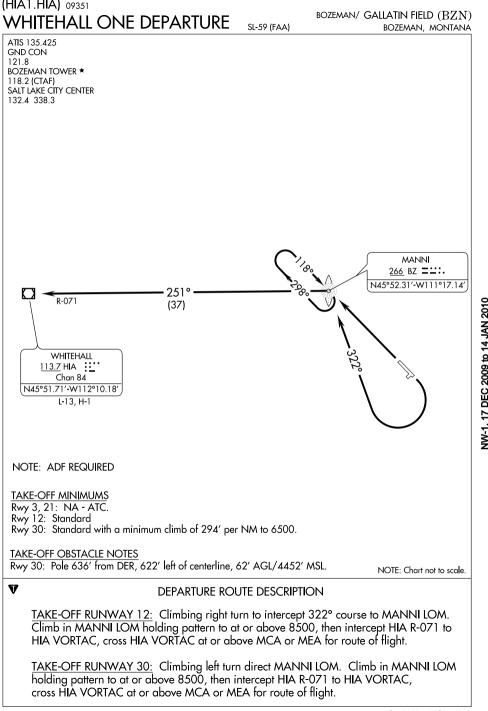
NW-1, 17 DEC 2009 to 14 JAN 2010



BOZEMAN, MONTANA AL-59 (FAA) RNAV (GPS)-A BOZEMAN/GALLATIN FIELD (BZN) Rwy Ida N/A APP CRS TDŹE N/A 298° Apt Elev 4474 MISSED APPROACH: Climb to 10000 direct FALIA WP GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. **A** NA and hold. SALT LAKE CENTER BOZEMAN TOWER* UNICOM **GND CON** ATIS 135,425 132.4 338.3 118.2 (CTAF) 0 121.8 122.95 7133 RW30 25 8471 12300 6180 \bigcirc 0 RW30 NW-1, 17 DEC 2009 to 14, IAN 2010 LIVINGSTON LVM 50° 2 W 11000 6926 (FAF) ZiPGO **1** 5082 **∧**6010 (16.11 ∧^{5933±} 10000 5 NM 0820 5000 11000 WOMET 5423 (19.3)9314 (IF/IAF) 6257 • 7301 SURPE ELEV 4474 10941 1212 10091 10730 10000 **FALIA SURPE** 5 NM Holding Pattern 4609 **∧ ZIPGO** 11000 <u>∠5.16°</u> TCH 51 RW30 298° 10000 ⁴⁶¹³∧ VGSI and descent angles 298° to RW30 not coincident. 10 NM 7.5 NM CATEGORY С D REIL Rwy 30 (6380-11/4 6380-11/2 CIRCLING 6380-3 1906 (2000-3) HIRL Rwy 12-30 (1906 (2000-11/4) 1906 (2000-11/2)

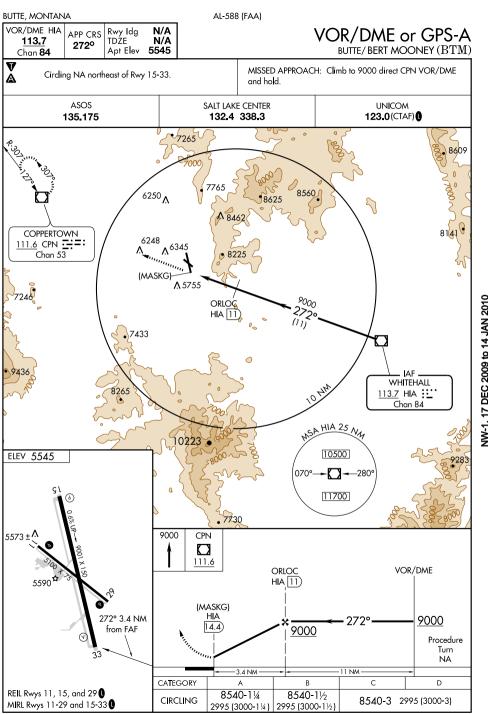
BOZEMAN, MONTANA AL-59 (FAA) VOR/DME BZN 8994 VOR/DME or GPS RWY 12 Rwy Idg APP CRS 112.4 TDŹE 4439 1090 BOZEMAN/GALLATIN FIELD (BZN) Apt Elev 4474 Chan **71** MISSED APPROACH: Climb to 5300, then a climbing right V MALSR turn to 9200 via heading 350° to intercept BZN R-320, then via BZN R-320 to MENAR Int and hold. BOZEMAN TOWER* SALT LAKE CENTER GND CON UNICOM ATIS 135.425 118.2 (CTAF) 0 132.4 338.3 121.8 122.95 7133 (IAF) (NURHE) 8300 to P. 200 BZN 14 DME 064° (2.3) and 109° (3.3) R-060 MENAR 6442 (DMMCL) BZN 13.4) 9700 R. 284 060° (IAF) (26.9) THESE HIA 26.9 8880 CFKSH) (DMJLG) BZN (10) BZN 14) NW-1, 17 DEC 2009 to 14, IAN 2010 WHITEHALL 9650 113.7 HIA ::: 1000 7100 BOZEMAN Chan 84 109°(4) (4) 112.4 BZN **Ξ**∷ SA BZN 25 NA (EHUTU) BZN 6 9600 10800 ∕∧ l ∕4584± 080° 260 (MADSE) 12100 FIFV 4474 10 44 ₹ 5884 109°5.5 NM **∧** 5082 from FAF 5000 1 15933± 5300 9200 R7N MENAR R-320 TDZE (DMJLG) Δ 4439 112.4 350° (CFKSH) BZN 14 BZN (10) 8300 (EHUTU) 1000 BZN (6) VOR/DME 4609 7100 (MADSE) Procedure BZN 1 Turn 5900 NA ⁴⁶¹³∧ 4 NM 4 NM 5 NM CATEGORY D 4900-34 4900-1 S-12 4900-1/2 461 (500-1/2) 461 (500-3/4) 461 (500-1) REIL Rwy 30 (4940-11/2 5040-2 CIRCLING 4940-1 466 (500-1) HIRL Rwy 12-30 (466 (500-11/2) 566 (600-2)

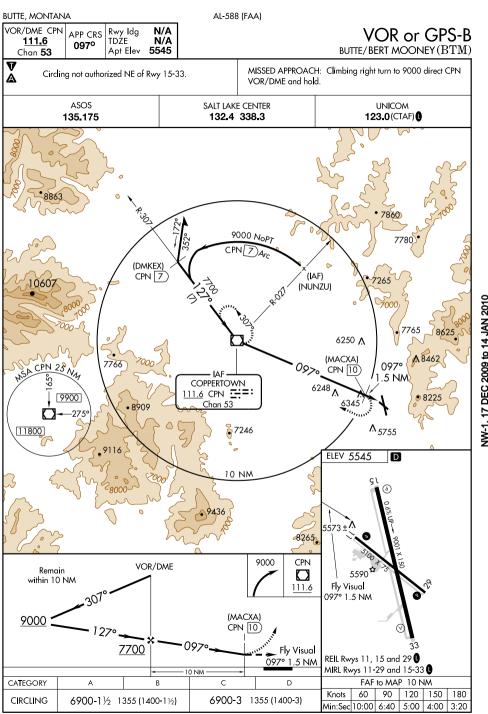


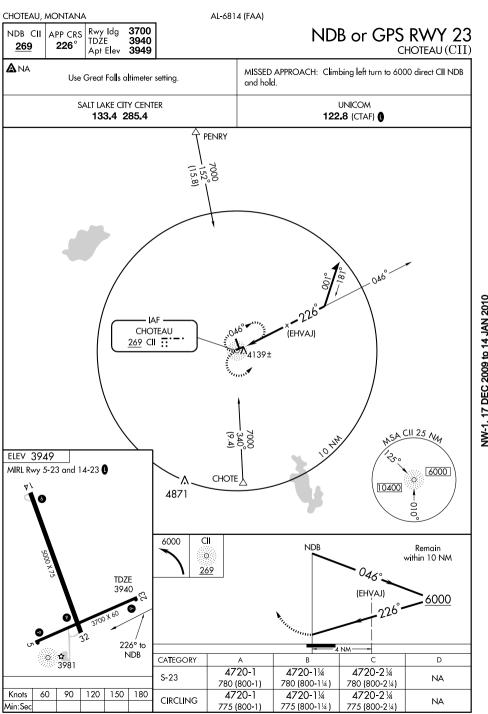


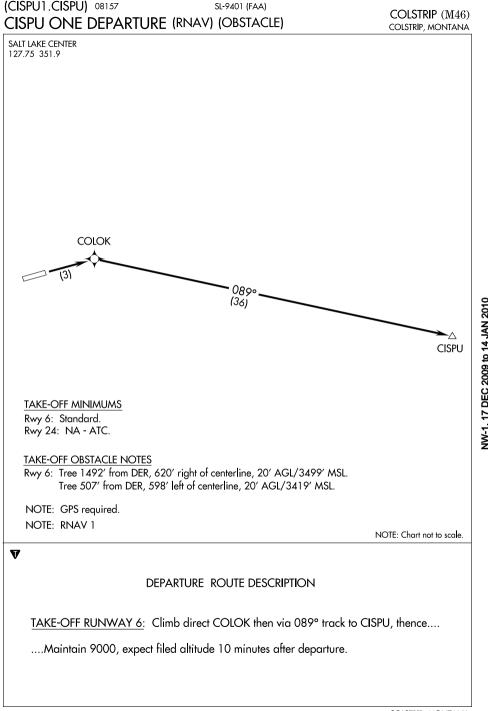
BUTTE, MONTANA AL-588 (FAA) LOC/DME I-BEY Rwy Ida 9001 LOC/DME RWY 15 APP CRS 110.9 TDŹE 5523 151° BUTTE/ BERT MOONEY (BTM) Apt Elev 5550 Chan **46** Circling not authorized NE of Rwy 15-33. MISSED APPROACH: Climbing right turn to 9200 direct CPN A If local altimeter setting not received, procedure NA. VOR/DME and hold. ASOS SALT LAKE CENTER UNICOM 135.175 132.4 338.3 123.0 (CTAF) 859 Identify ZIPPR INT with CPN R-038 and HIA R-297 prior to procedure turn; 8460 MRA HIA R-297 at ZIPPR 11000 feet. CPN 25 NA 10100 275 12000 GUYEC I-BEY 14 (IAF) 7780 881 ZIPPR INT NW-1, 17 DEC 2009 to 14, IAN 2010 I-BEY 11.7 4.03g 7265 ▲166<u>°</u>;_R-346 1,000 6924± COPPERTOWN VIVVU 111.6 CPN ====:) 1-BEY 7.8 Chan 53 8625 6538± 8560 7765 6250 7766 1 8462 WHITEHALL 13.7 HIA :: Chan 84 6248 6345 8225 ELEV 5550 151° 10 NM 5755**^∧** from FAF LOCALIZER 110.9 I-BE∳ **∷**···· TDZE Chan 46 5523 7433 5573±1. 9200 CPN Remain ZIPPR INT within 10 NM I-BEY 11.7) 111.6 GUYEC VIVVU I-BEY 10000 I-BEY 14 3.43° \(\sime\) I-BEY \(\bar{7.8} \) I-BEY 1510 5.1 1.7 TCH 55 9600 9200 7780 -2.3 NM → -3.9 NM ---2.7 NM--- 3.3 NM -CATEGORY C Α В 6800-11/4 6800-11/2 S-LOC 15 6800-3 1277 (1300-3) 1277 (1300-11/4) | 1277 (1300-11/2) REIL Rwys 11, 15 and 29 1 6800-11/4 6800-11/2 CIRCLING 6800-3 1250 (1300-3) MIRL Rwys 11-29 and 15-33 0 1250 (1300-11/4) | 1250 (1300-11/2)

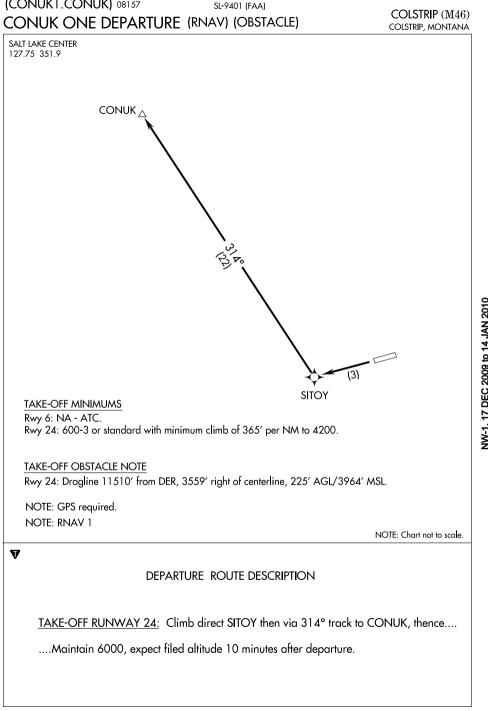
AL-588 (FAA) BUTTE, MONTANA RNAV (GPS) Z RWY 15 BUTTE/BERT MOONEY (BTM) WAAS Rwy Ida 9001 APP CRS CH 50599 TDŹE 5523 151° Apt Elev 5550 W15A MISSED APPROACH: Climb to 10000 direct ZUTLU and right turn DME/DME RNP- 0.3 NA. via 271° track to ONVOE and via 334° track to CPN VOR/DME A If local altimeter setting not received, procedure NA. and hold, continue climb-in-hold to 10000. ASOS SALT LAKE CENTER UNICOM 135,175 132.4 338.3 123.0 (CTAF) 10168 8597 10300 NoPT (IAF) 246 FVVFR 10300 NOPT (17.5) (IAF) UBIJO NW-1, 17 DEC 2009 to 14 JAN 2010 7265 (FAF) YOLUK ⁶²⁵⁰∧ COPPERTOWN 8625 <u>∧</u>8462 **CPN** Fly visual _ 151° 2.7 NM SARW 15 25 5 6345 6248 A 5550 11900 D Fly visua 1.51° 2.7 NM \Diamond 5755<u>^</u> (10.8) (d) TDZE 5523 ZUTLU 10000 ZUTLU ONVOE 7 NM CPN 334° ′₅₅₇₃±∧ Holding Pattern DOVAL track track VGSI and RNAV glidepath not coincident. 10300 YOLUK RW15 🖣 Fly visual GS 3.88° 151° 2.7 NM 9100 TCH 55 5.7 NM -10.9 NM (V) CATEGORY Α C D LPV DA 6660-2 1137 (1200-2) NA LNAV/ DA NA VNAV REIL Rwys 11, 15 and 29 **U** LNAV MDA NA MIRL Rwys 11-29 and 15-33 0 CIRCLING NA

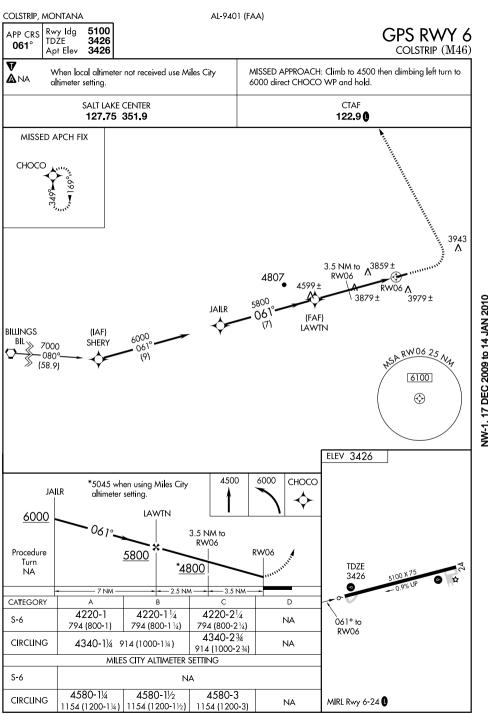


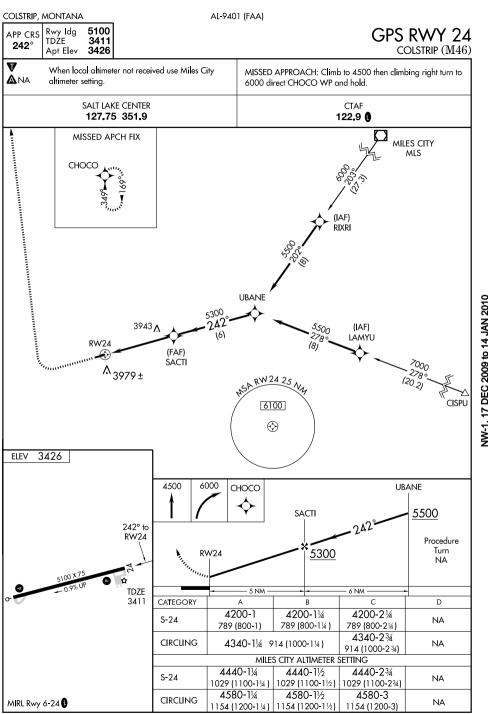


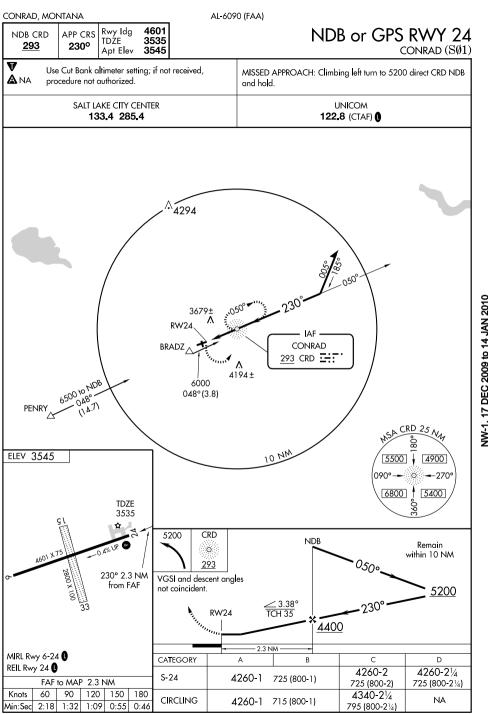


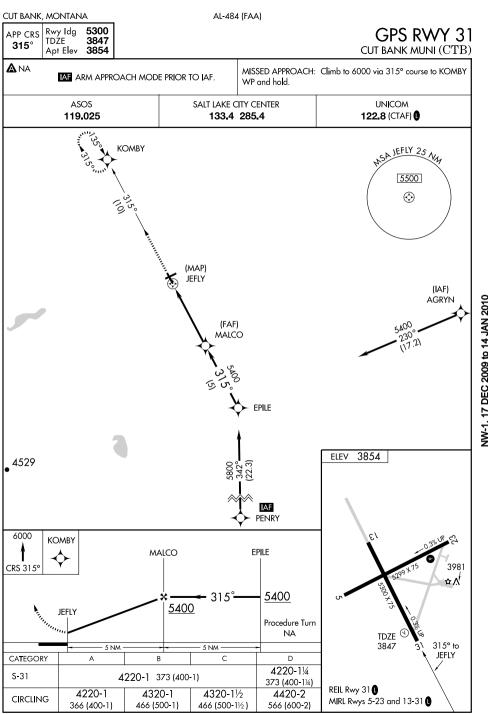


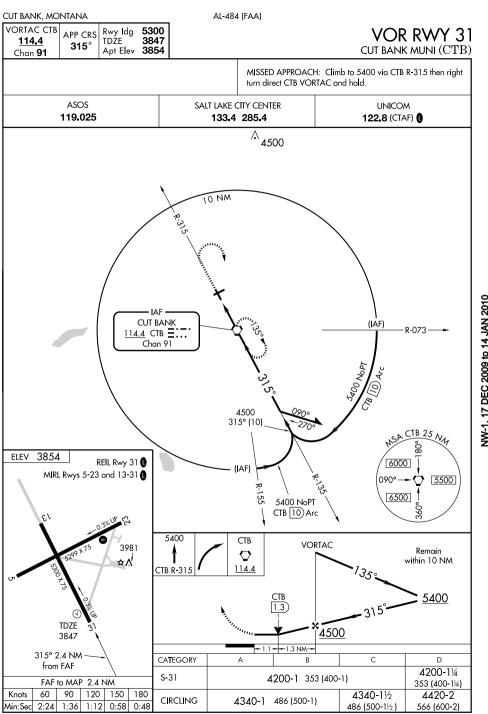


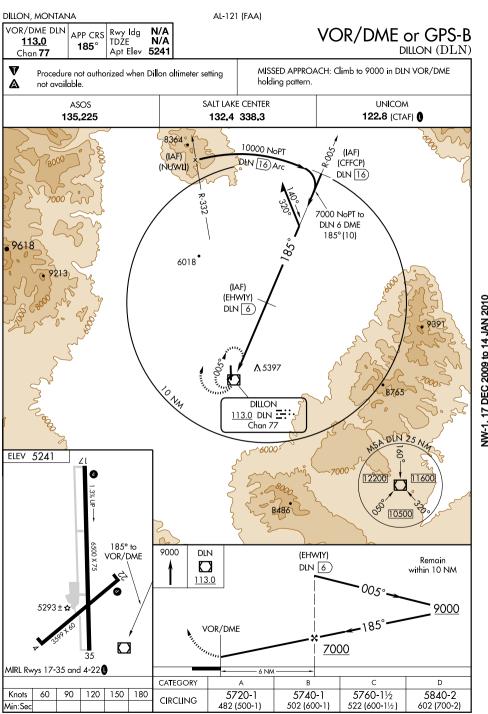


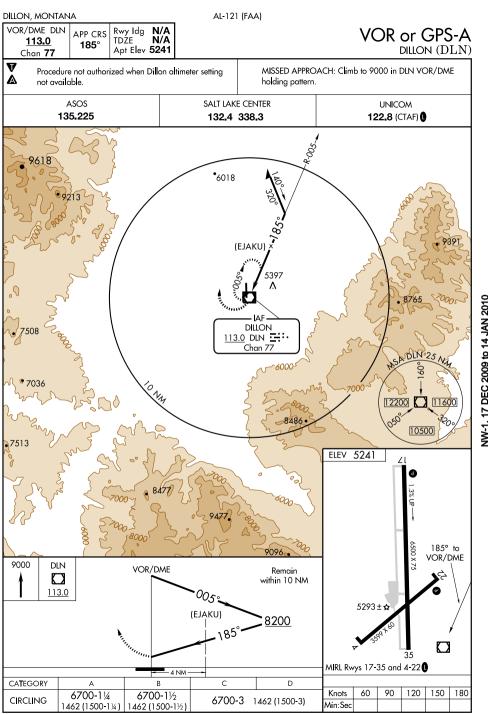


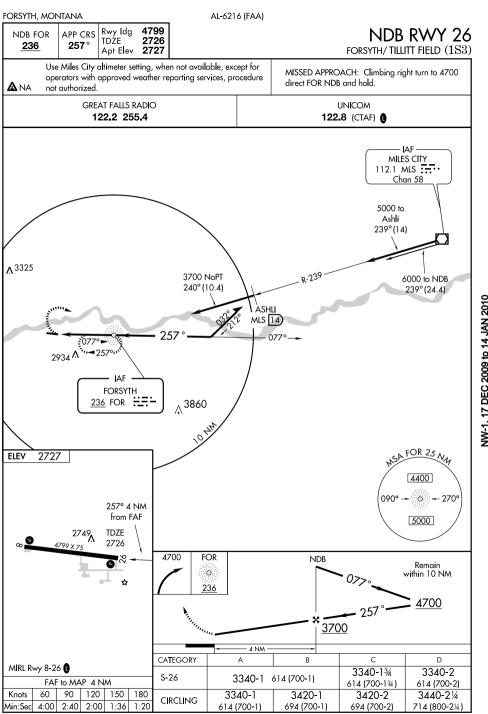


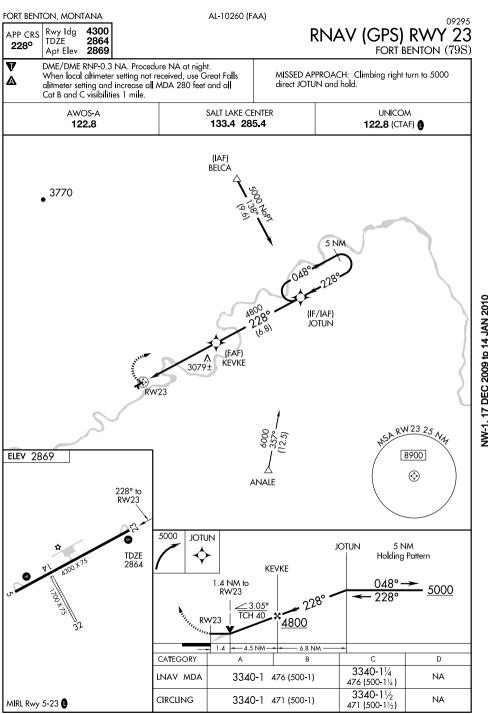


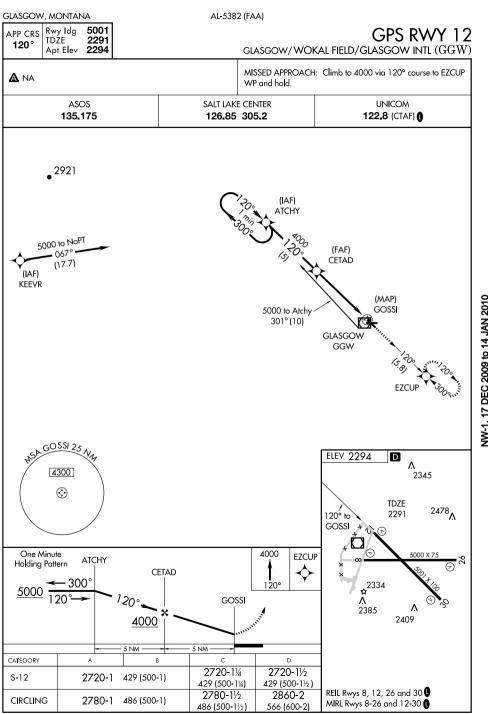


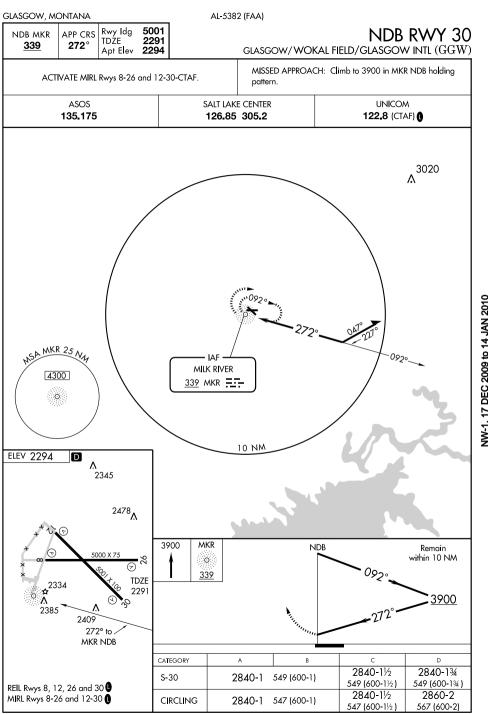


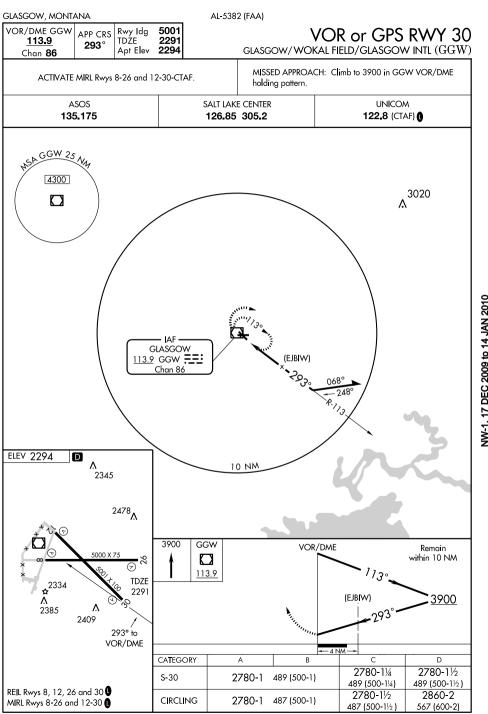


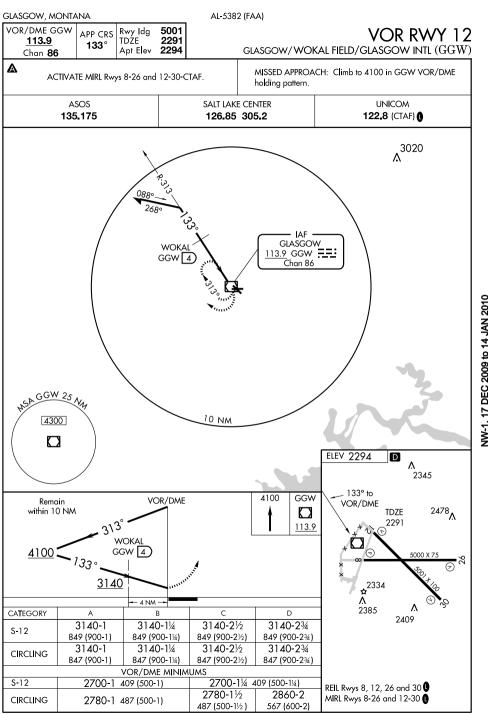


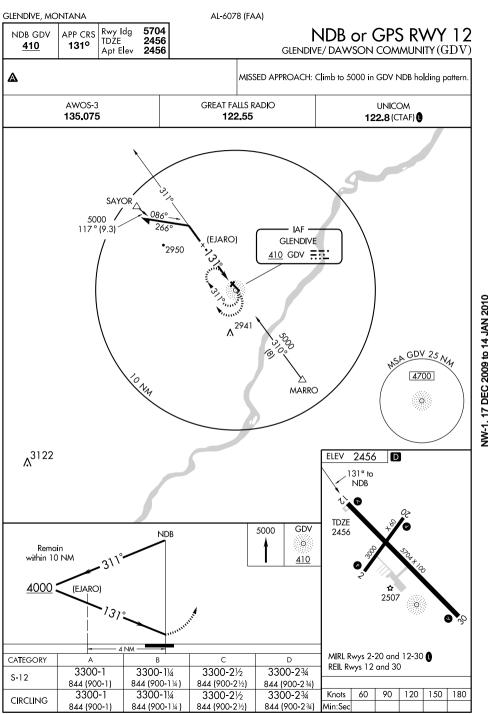


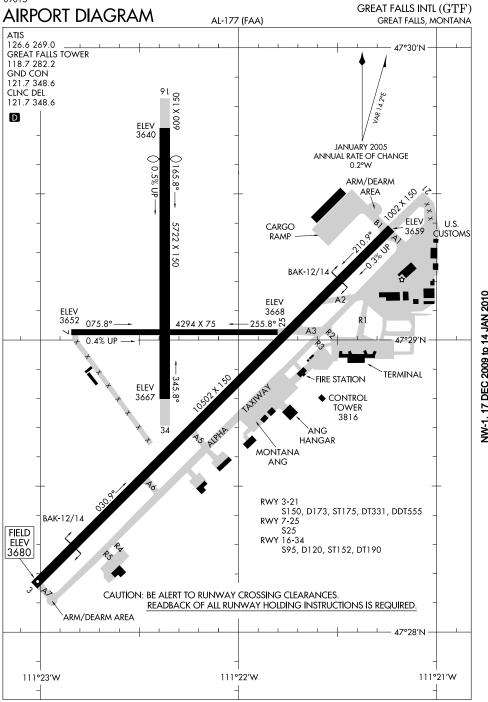


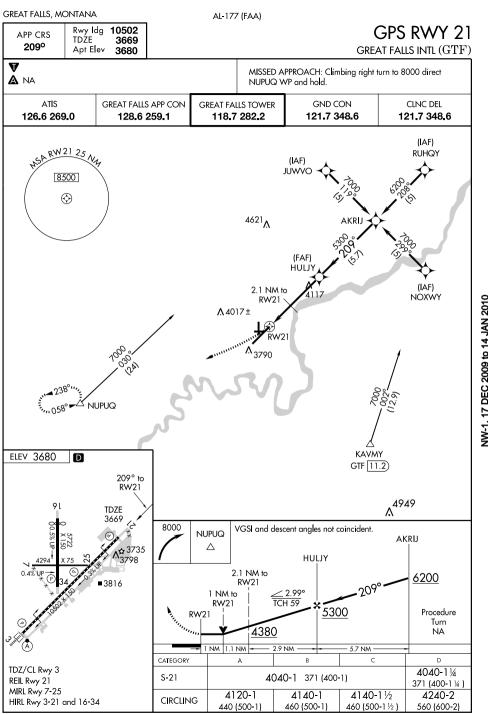


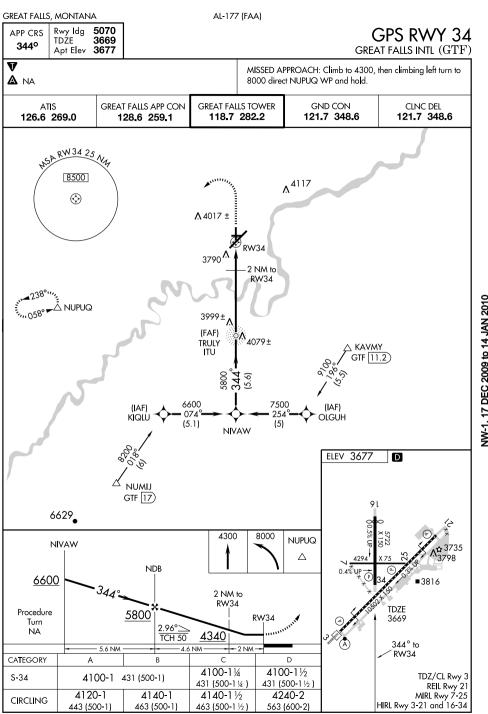


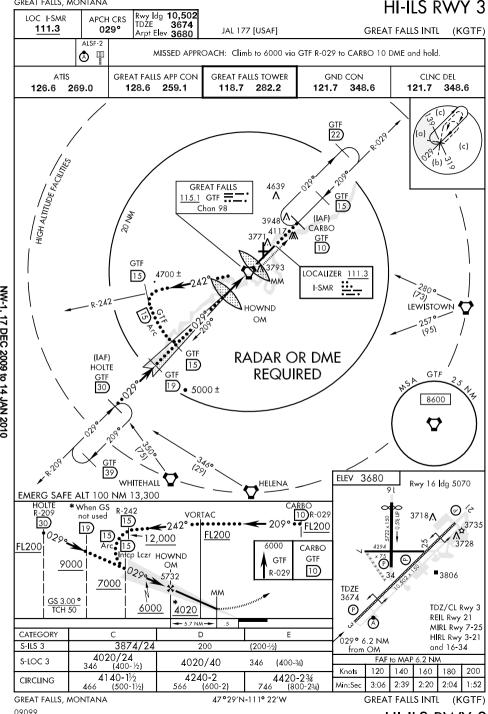


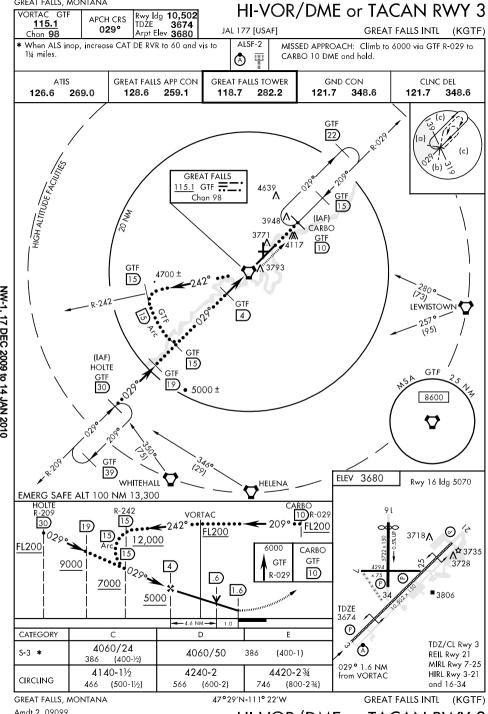


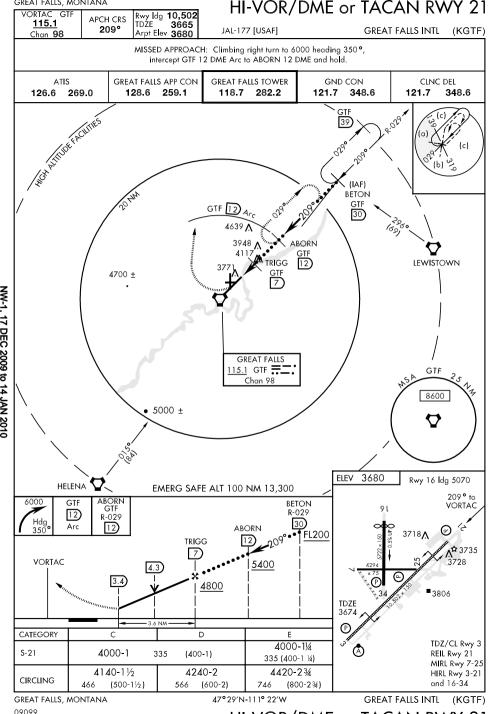


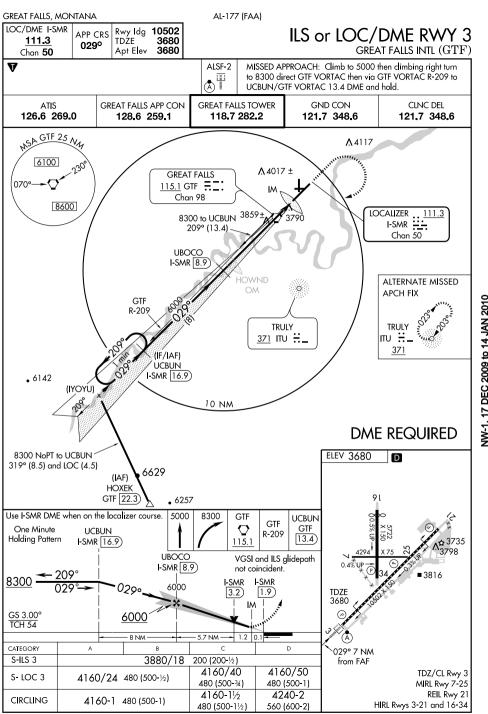


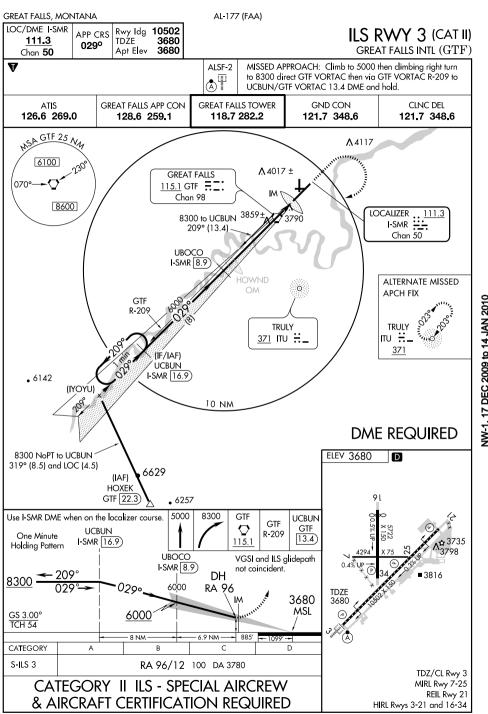


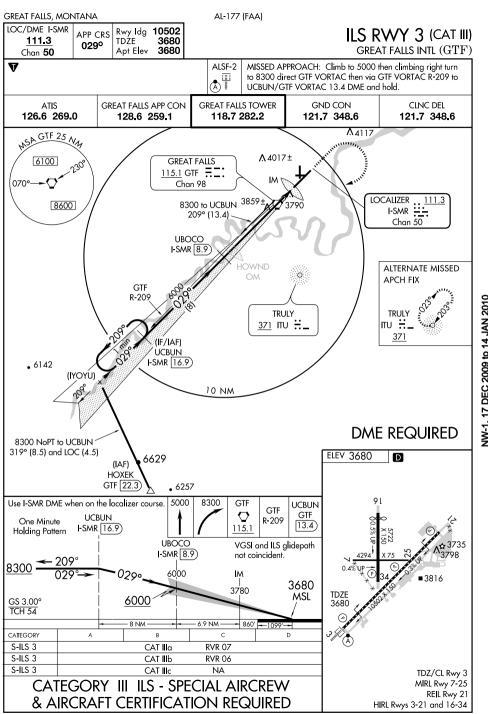


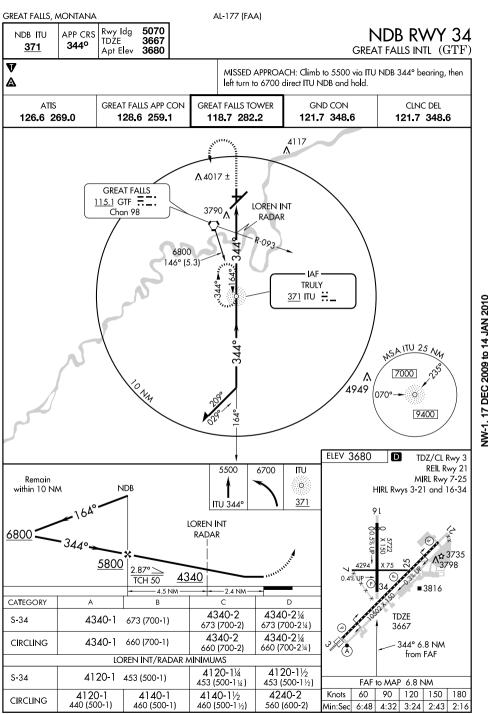


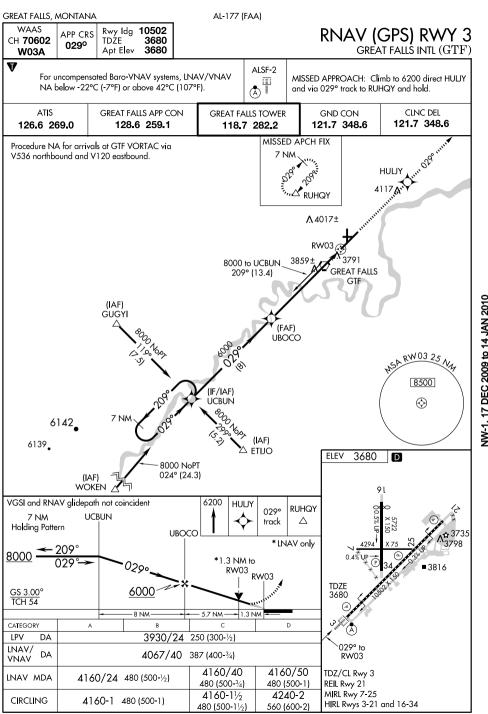


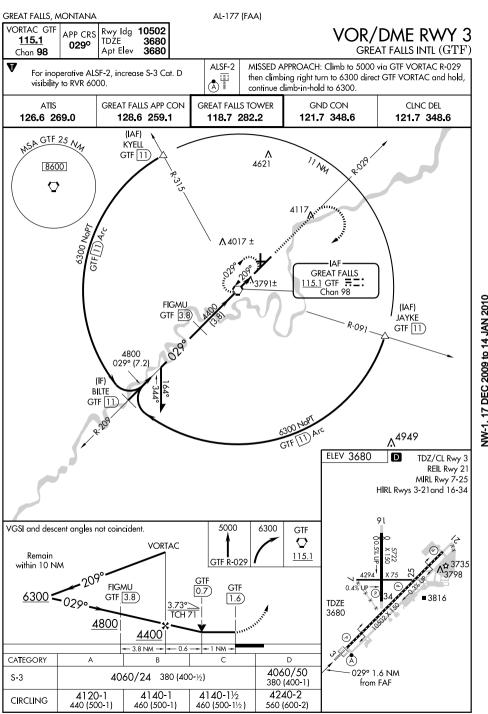




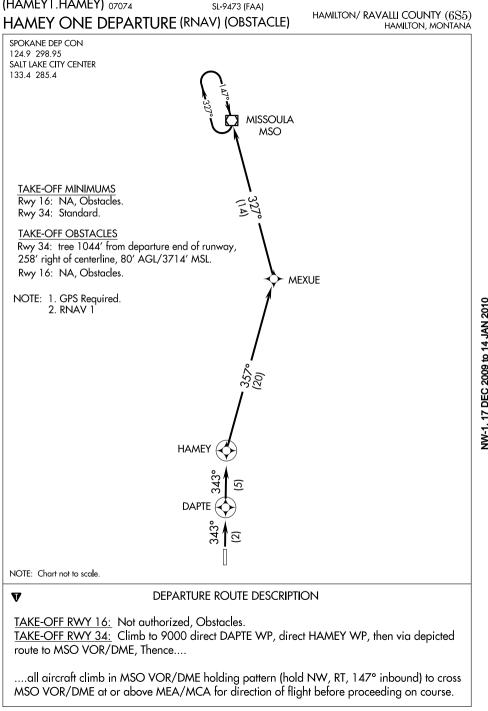




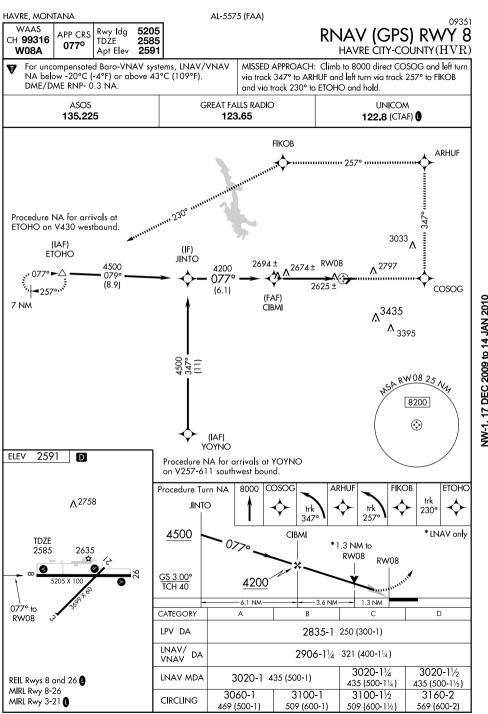


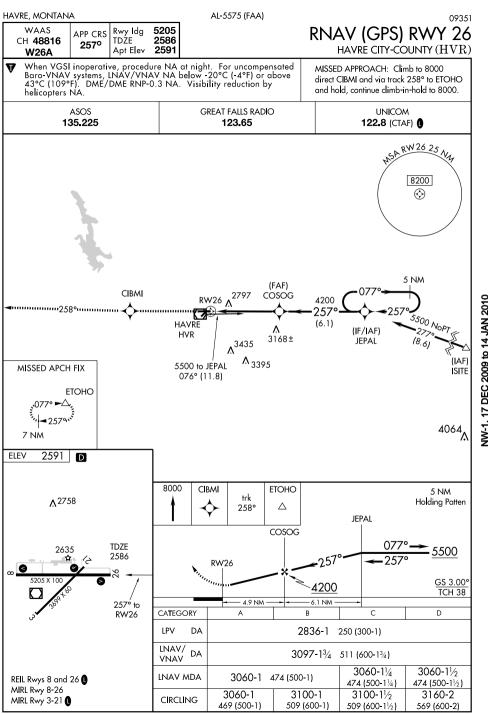


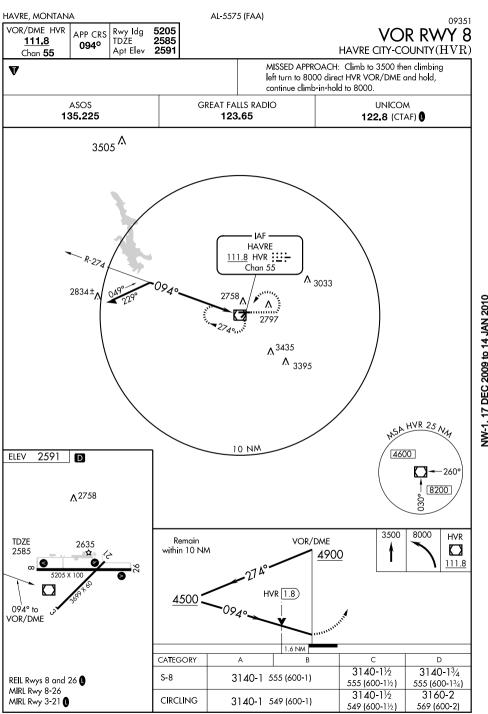
NW-1, 17 DEC 2009 to 14, IAN 2010

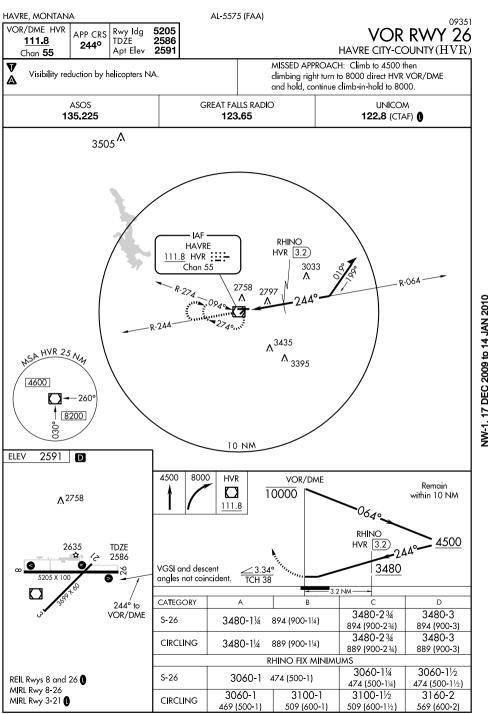


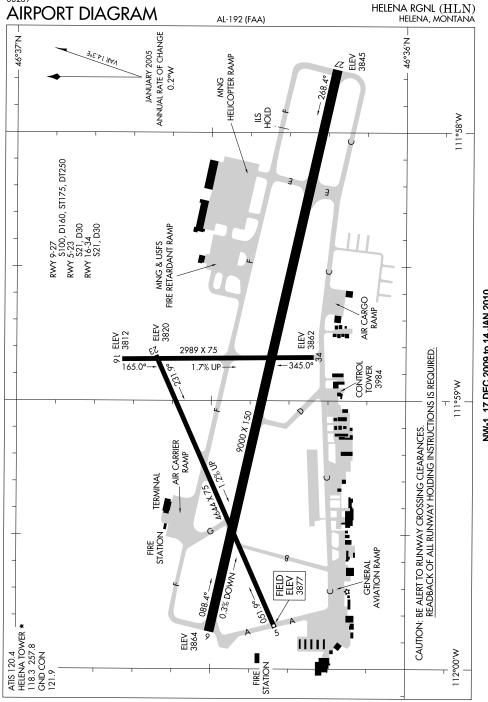
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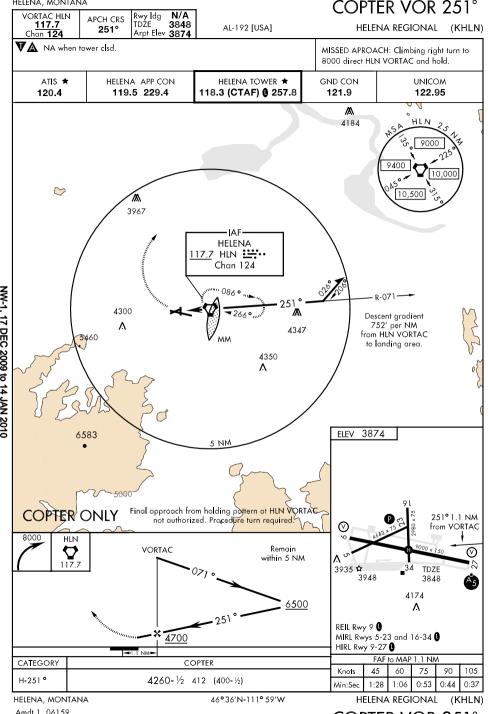


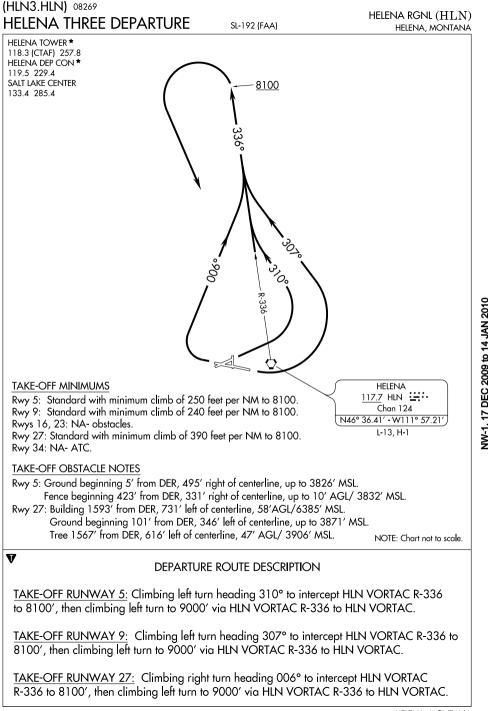


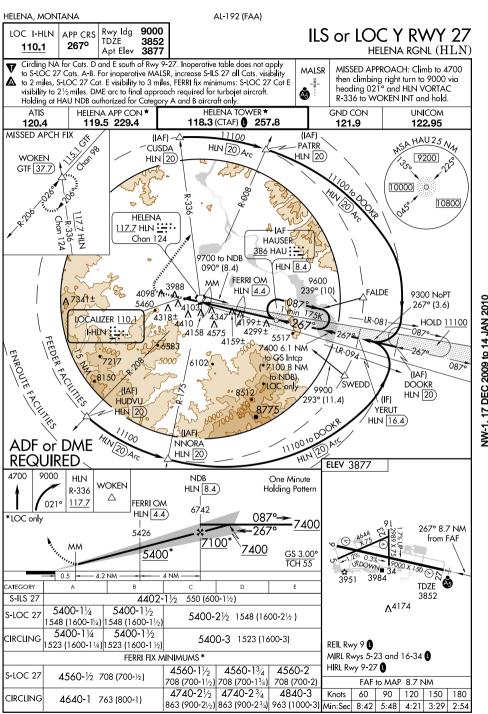




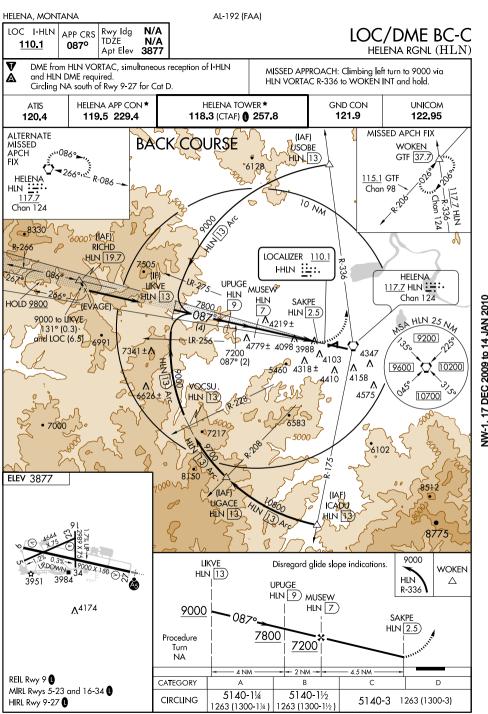


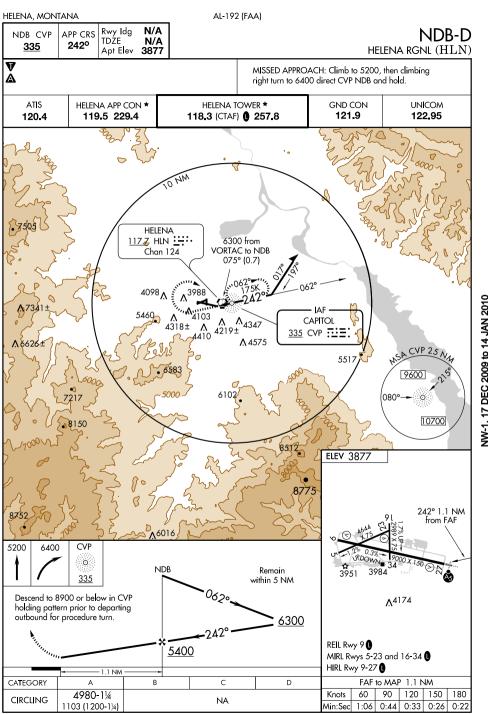


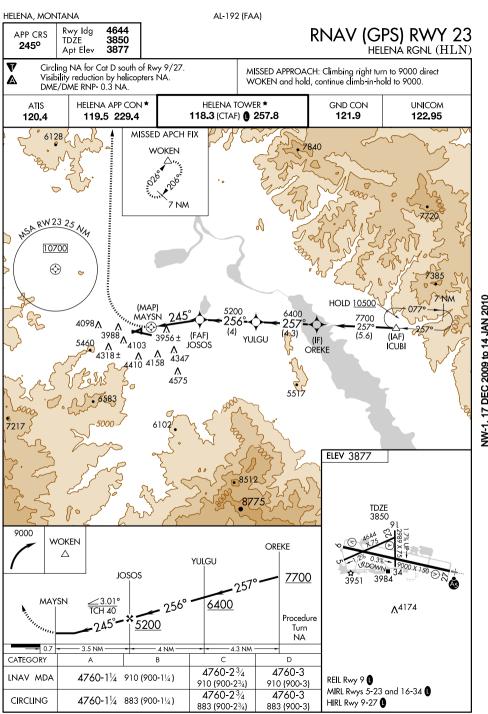


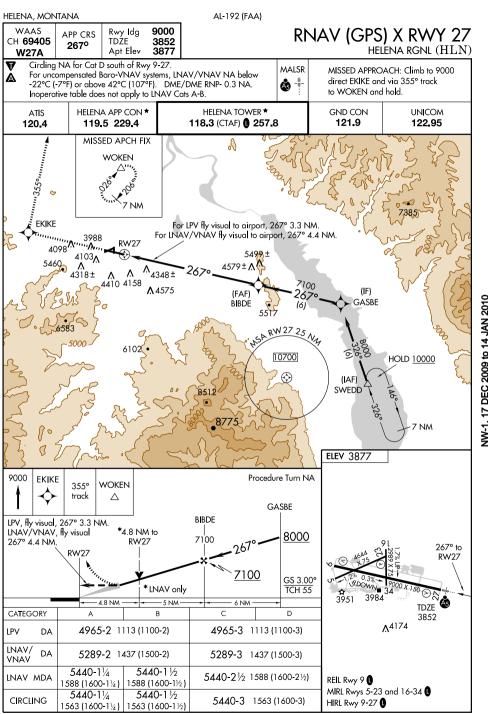


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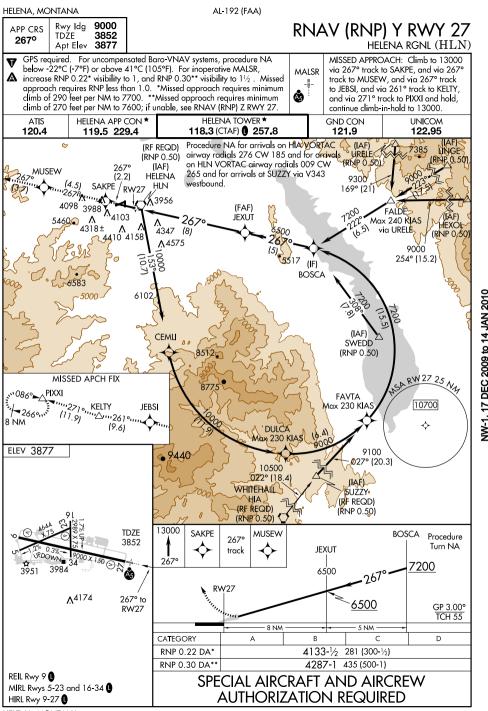


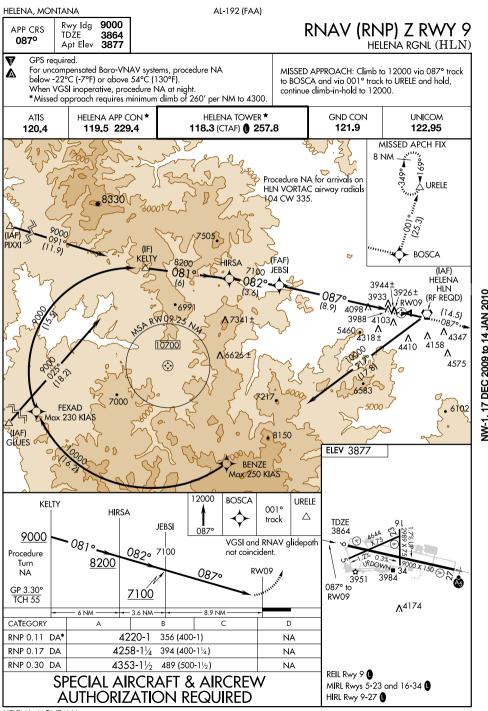




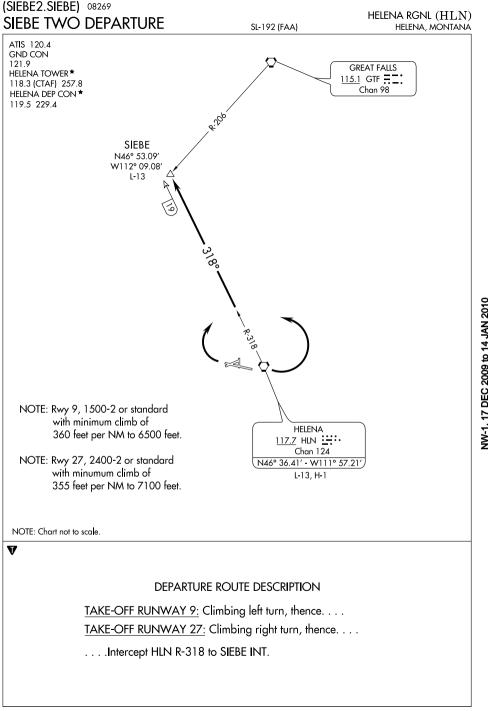


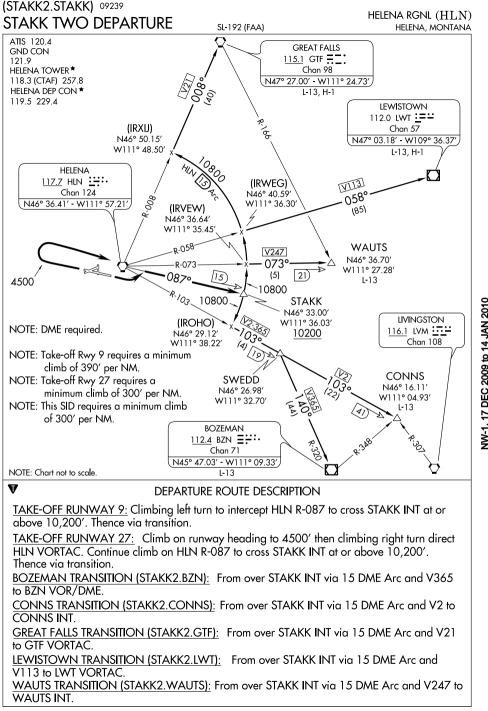
AL-192 (FAA) HELENA, MONTANA 9000 Rwy Ida RNAV (GPS) Y RWY 9 APP CRS TDŹE 3864 0870 HELENA RGNL (HLN) Apt Elev 3877 V Circling NA for Cat D south of Rwy 9-27. MISSED APPROACH: Climbing left turn to 9000 direct DME/DME RNP- 0.3 NA. A SIEBE and hold. Visibilty reduction by helicopters NA. HELENA TOWER ★ GND CON ATIS HELENA APP CON★ UNICOM 120,4 119.5 229.4 118.3 (CTAF) (257.8 121.9 122,95 * Annon Annon Announce of the Control of the Contro RW09 25 NA 10700 \Diamond NW-1 17 DEC 2009 to 14 JAN 2010 PIXXI (IF/IAF) 8000 DOMVE AXOBE CENET 9800 to KELTY 0810 6.8 NM to 263° (20.3) (7.9) RW09 7400 0819(2 **HELENA** > HLN 5099± 3988 4103 **∧** 4347 4318± 4410 4158 4575 **ELEV 3877** (IAF) **GLUÉS** 8150 087° to RW09 9000 7 NM **KELTY** SIEBE TDZE Holding Pattern **DOMVE** 3864 Δ **AXOBE** CENET 6.8 NM to 9800 **RW09** 0810. 3.50° **☆** 3951 TCH 50 3984 8000 RW09 7400 VGSI and descent ۸⁴¹⁷⁴ 6440 angles not coincident. 7.1 NM-+2 NM + -- 2.6 NM---6.8 NM CATEGORY 5440-11/4 5440-11/2 5440-3 LNAV MDA 1576 (1600-3) REIL Rwy 9 1 1576 (1600-11/4) 1576 (1600-11/2) MIRL Rwys 5-23 and 16-34 5440-11/4 5440-11/2 CIRCLING 5440-3 1563 (1600-3) HIRL Rwy 9-27 1 1563 (1600-11/4) 1563 (1600-11/2)

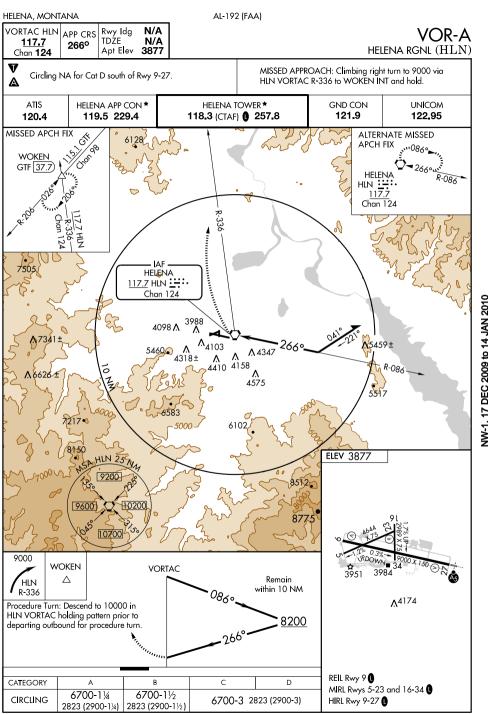


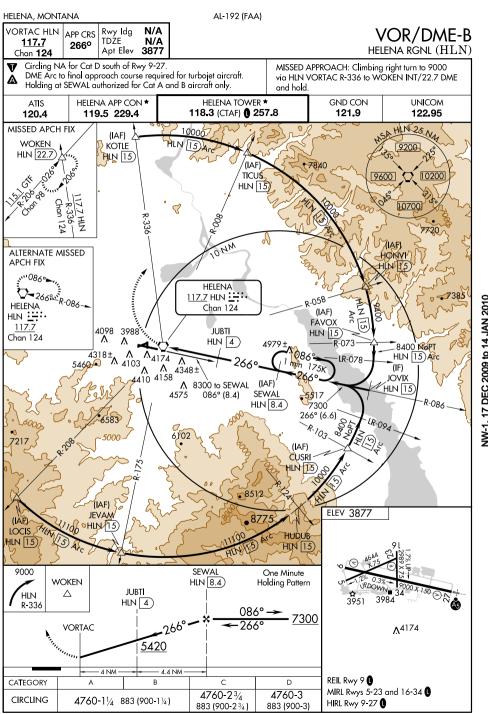


HELENA, MONTANA AL-192 (FAA) Rwy Ida 9000 RNAV (RNP) Z RWY 27 APP CRS 3852 TDŹE 267° HELENA RGNL (HLN) 3877 Apt Elev MISSED APPROACH: Climb GPS required. For uncompensated Baro-VNAV systems, procedure NA below -22°C (-7°F) or above 41°C (105°F). *Missed approach requires minimum climb of 295 feet per NM to 7900. **Missed approach requires minimum climb of 290 feet per NM to 7300. ***Missed to 13000 via 267° track to MALSR JEBSI, and via 261° track to approach requires minimum climb of 405 feet per NM to 6300. For inoperative MALSR, increase RNP 0.18* visibility to 1, RNP 0.22** visibility to 1½, and RNP 0.30*** visibility to KELTY, and via 271° track to PIXXI and hold, continue $1\frac{1}{2}$. Inoperative table does not apply to RNP 0.30. climb-in-hold to 13000. HELENA APP CON ★ HELENA TOWER * GND CON UNICOM ATIS 121.9 119.5 229.4 118,3 (CTAF) 0 257,8 122.95 120.4 Procedure NA for arrivals on HIAVORTAC (RF REQD) airway radials 276 CW 185 and for arrivals WRELE (RNP. 0.50) (RIMP 0.50) (RNP 0.50) on HLN VORTAC airway radials 009 CW 265 and for arrivals at SUZZY via V343 (IAF) 9300 HÈLENA ""267°,,4098 3988 (10.4) ""**!**\".\\. westbound. 169° (21) HLN ₹3956 (FAF) 1200 İFXLIT 2670 Max 240 KIAS **∧** 4318± 16.51 HEXOL <u>∧</u> ∧ 410 4158 via URELE 4347 (RNP 0.50 2670 **∧** 4575 90<u>0</u>0 254° (15.2) (IF) BOSCA NW-1, 17 DEC 2009 to 14, IAN 2010 6102 (IAF) CEML SWEDD (RNP 0.50) MISSED APCH FIX RW 27 25 NA M086°►√PIXXI 27, °, KELTY J 7 oı ""△""261°..... **FAVTA** JEBSI 10700 Max 230 KIAS **-**2669,,; 111.91 8 NM \bigcirc DULCA Max 230 KIAS **ELEV 3877** 9100 10500 027° (20.3) 022° (18.4) WHITEHAL (IAF) SUZZY. HIA (RF REQD) (RF REQD) RNP 0.50) (RNP 0.50) 13000 **BOSCA JFBSI** Procedure **KELTY TDZE** 261° **JEXUT** Turn NA 3852 track Δ URDOWN 7200 267° 6500 267 3984 ▶ RW27 3951 GP 3.00° 6500 ۸⁴¹⁷⁴ TCH 55 267° to RW27 8 NM 5 NM CATEGORY 4119-1/2 RNP 0.18 DA* 267 (300-1/2) RNP 0.22 DA** 4212-3/4 360 (400-3/4) RNP 0.30 DA** 4287-1 435 (500-1) RNP 0.30 DA 4863-4 1011 (1000-4) REIL Rwy 9 0 SPECIAL AIRCRAFT AND AIRCREW MIRL Rwys 5-23 and 16-34 @ HIRL Rwy 9-27 1 **AUTHORIZATION REQUIRED**







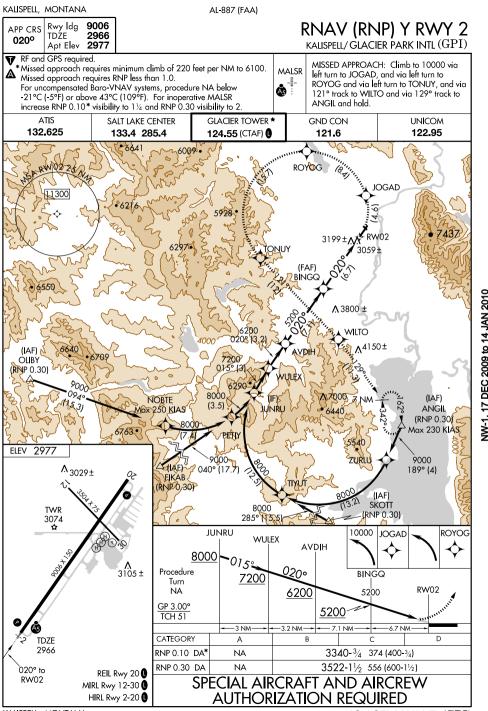


0/354 KALISPELL/GLACIER PARK INTL (GPI) AIRPORT DIAGRAM KALISPELL, MONTANÁ AL-887 (FAA) ATIS 132.625 GLACIER TOWER* 124.55 GND CON 121.6 **RWY 2-20** FIELD ELEV 2977 S80, D170, ST175, DT250 RWY 12-30 S12 **ELEV** 2976 **ELEV** 2973 48°19′N CONTROL **TOWER** 3074 NW-1, 17 DEC 2009 to 14 JAN 2010 U.S. H S 2971 **FBO** CUSTOMS FIRE • STATION , Terminal 1000 JANUARY 2005 ANNUAL RATE OF CHANGE 0.2°W 48°18′N **ELEV** 2962 CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED. 114°16′W 114°15′W

KALISPELL, MONTANA AL-887 (FAA) RNAV (GPS) RWY 30 Rwy Idg 3504 APP CRS TD7F 2974 301° KALISPELL/GLACIER PARK INTL (GPI) Apt Elev 2977 Straight-in minimums NA at night. 77 MISSED APPROACH: Climb to 12000 direct CEPUN DME/DME RNP-0.3 NA. and left turn via track 182° to KILLY and hold, continue Visibility reduction by helicopters NA. climb-in-hold to 12000. UNICOM GLACIER TOWER* SALT LAKE CENTER GND CON 132.625 122.95 133.4 285.4 124.55 (CTAF) 0 121.6 Town the state of CEPUN Procedure NA for arrivals at ANGIL via V231 southbound. 3144± NW-1, 17 DEC 2009 to 14, IAN 2010 (FAF) IQGÓJ Λ^{3800 ±} 7528 (IF) (IAF) NSA RW 30 25 Ny **∧** 4150± UVIFY 11400 2977 **ELEV (** ONOCO Λ_{3029±} 7200 1000 349° (3) ANGIL TWR 3074 ☆ 12000 CEPUN **EHTUJ KILLY** TDZE IQGOJ 2974 Δ 182° track 5800 VGSI and descent angles not coincident 3105 ± RW30 Procedure 5400 Turn 301° to 3.21° NΑ RW30 TCH 45 7 NM 6.2 NM -CATEGORY D Α С 3460-11/4 3460-11/2 LNAV MDA 3460-1 486 (500-1) REIL Rwy 20 1 486 (500-11/4) 486 (500-11/2) MIRL Rwy 12-30 (3640-2 3640-13/4 **CIRCLING** 3520-1 543 (600-1) HIRL Rwy 2-20 (1 663 (700-134) 663 (700-2)

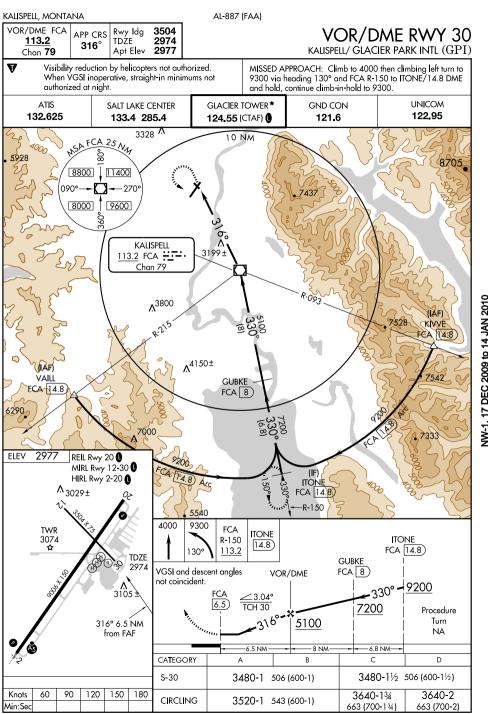
KALISPELL, MONTANA AL-887 (FAA) WAAS RNAV (GPS) Z RWY 2 Rwy Idg 9006 APP CRS CH 70799 TDŹE 2966 020° KALISPELL/GLACIER PARK INTL (GPI) Apt Elev 2977 W02A T For inoperative MALSR, increase LPV visibility to 11/4 mile. MALSR MISSED APPROACH: Climb to 9000 direct For uncompensated Baro-VNAV systems, LNAV/VNAV NA below CUTUT and via track 290° to KECEK and -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Å via track 209° to BOFVY and hold. UNICOM ATIS SALT LAKE CENTER GLACIER TOWER* **GND CON** 122.95 132.625 133.4 285.4 124.55 (CTAF) 0 121.6 KECEK 6216 KALGE 3.4 NM to NW-1, 17 DEC 2009 to 14, IAN 2010 RW02 NSA RW02 257 (FAF) 3239± BİNGQ Procedure NA for arrivals at KILLY 5200 via V448 southwest bound 020° (2.2) ^3800 ± KILLY 8200 060° **∧** 4150 ± (IF) () £31 AVDIH ELEV 2977 OHBY 9000 6290 0600110 0 ^3029± 9000 CUTUT **BOFVY** Procedure KECEK trk trk **AVDIH** Turn 290° 209° NA **BOGKO** TWR 3074 BINGQ KALGE * LNAV only 7000 k -020° 3.4 NM to 5200 RW02 5800 *1.8 NM to RW02 · **/**. 3105 ± GS 3.00° **5200** *4100 TCH 51 TDZE 4.9 NM -2.2 NM -3.3 NM -- 1.6 NM 1.8 NM 2966 CATEGORY Α D LPV DA 3297-3/4 331 (400-3/4) LNAV/ DA 3502-11/2 536 (600-11/2) VNAV 3600-11/4 3600-11/2 LNAV MDA 3600-1/2 634 (700-1/2) 634 (700-11/4) 634 (700-11/2) 020° to REIL Rwy 20 🕕 RW02 MIRL Rwy 12-30 (3640-13/4 3640-2 CIRCLING 3600-1 623 (700-1) HIRL Rwy 2-20 (663 (700-13/4) 663 (700-2)

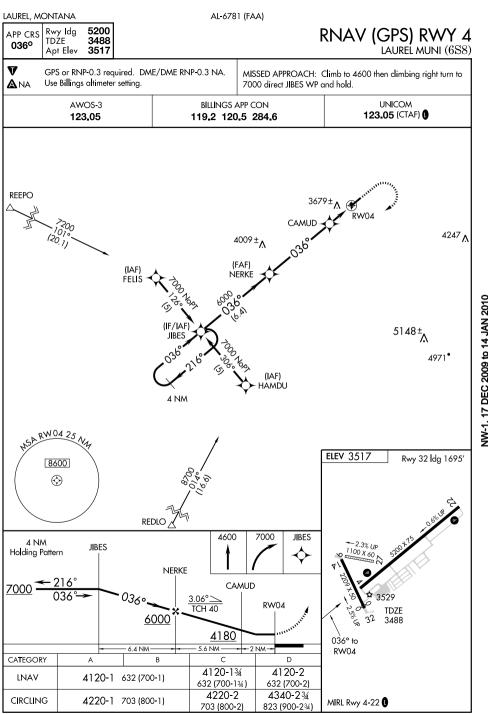
NW-1, 17 DEC 2009 to 14 .IAN 2010

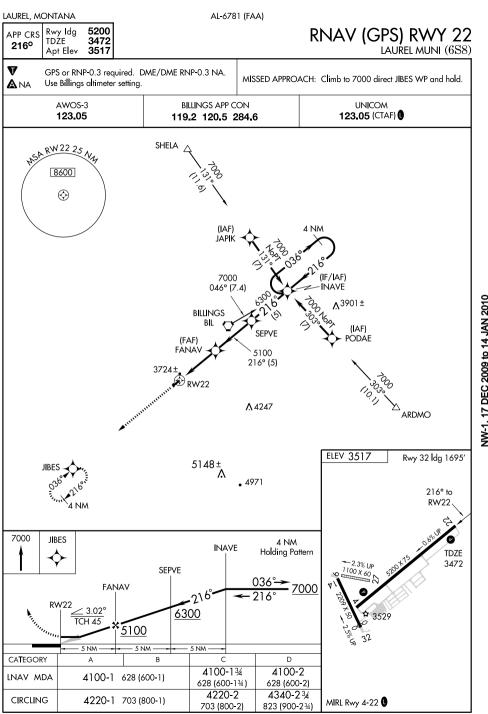


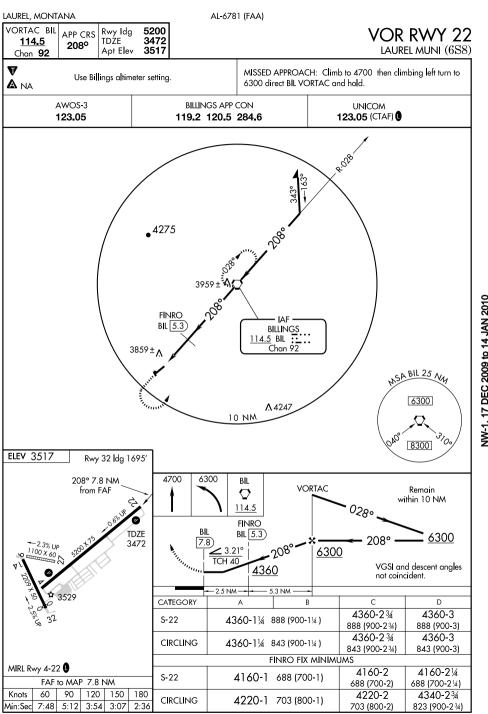
(SKOIII.SKOII) 09183 SL-887 (FAA) KALISPELL/GLACIER PARK INTL (GPI) SKOTT ONE DEPARTURE (OBSTACLE) KALISPELL, MONTANA SALT LAKE CENTER 133.4 285.4 GREAT FALLS RADIO GLACIER TOWER★ 124.55 KALISPELL 113.2 FCA ::--· Chan 79 N48°12.85′-W114°10.55′ V231 TAKE-OFF MINIMUMS Rwys 12, 20: Standard. Rwy 2: Standard with minimum climb of 444' per NM to 7500 or 1000-3 for climb in visual conditions. Rwy 30: Standard with minimum climb of 249' per NM to 5900 or 1000-3 for climb in visual conditions. MULLAN PASS 117.8 MLP :=--. Chan 125 SKOTT N47°42 90' _{R-055} W114°08.40' TAKE-OFF OBSTACLE NOTES Rwy 2: Multiple trees beginning 1468' from DER, 674' right of centerline, up to 91' AGL/3061' MSL. Rwy 12: Multiple trees beginning 1426' from DER, 543' left of centerline, up to 129' AGL/3082' MSL. Railroad 702' from DER, 317' left of centerline, 31' AGL/2997' MSL. Road 544' from DER, 299' left of centerline, 22' AGL/2988' MSL. Rwy 20: Multiple trees beginning 2742' from DER, 1140' left of centerline, up to 107' AGL/3169' MSL. Rwy 30: Multiple trees beginning 1848' from DER, 722' left of centerline, up to 104' AGL/3067' MSL. NOTE: Chart not to scale V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 2: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence.... TAKE-OFF RUNWAY 30: Climbing left turn direct FCA VOR/DME, thence.... or, climb in visual conditions to cross Glacier Park Intl Airport southeast bound at or above 3800, then via FCA R-313 to FCA VOR/DME, thence.... TAKE-OFF RUNWAY 12: Climbing right turn direct FCA VOR/DME, thence.... TAKE-OFF RUNWAY 20: Climbing left turn direct FCA VOR/DME, thence....continue climb to 10,000 via FCA R-159 to SKOTT INT.

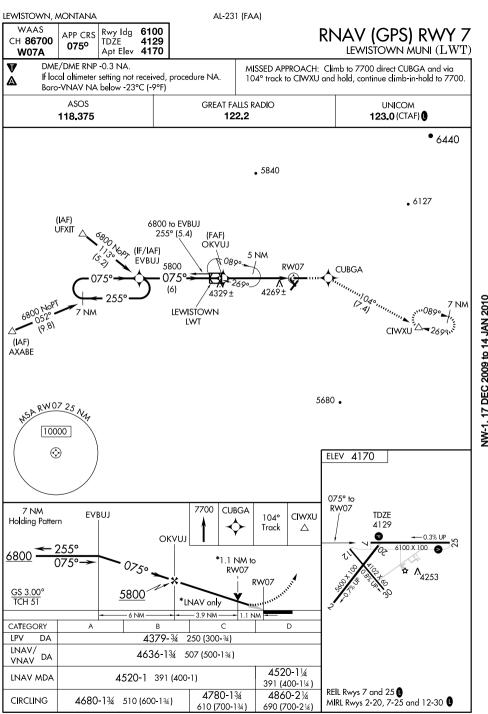
NW-1, 17 DEC 2009 to 14 JAN 2010

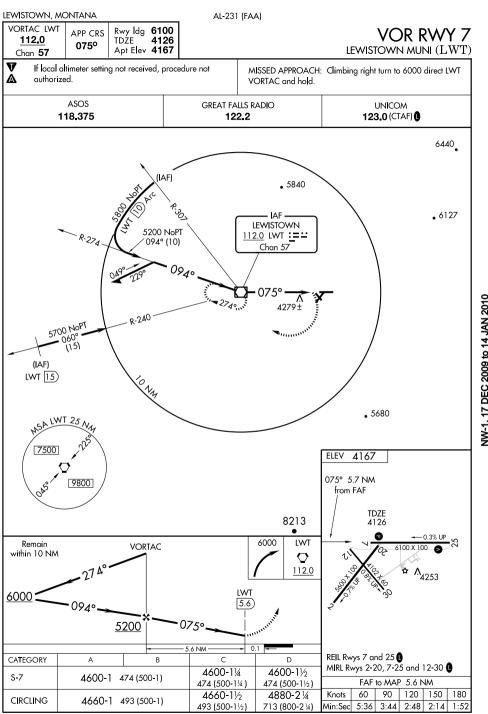


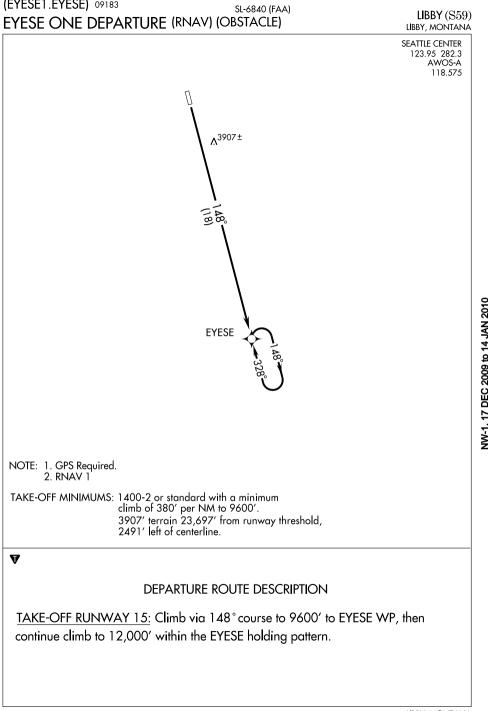


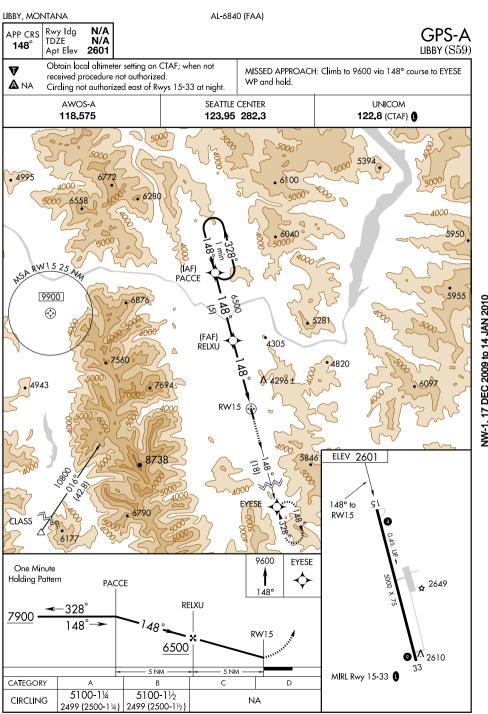


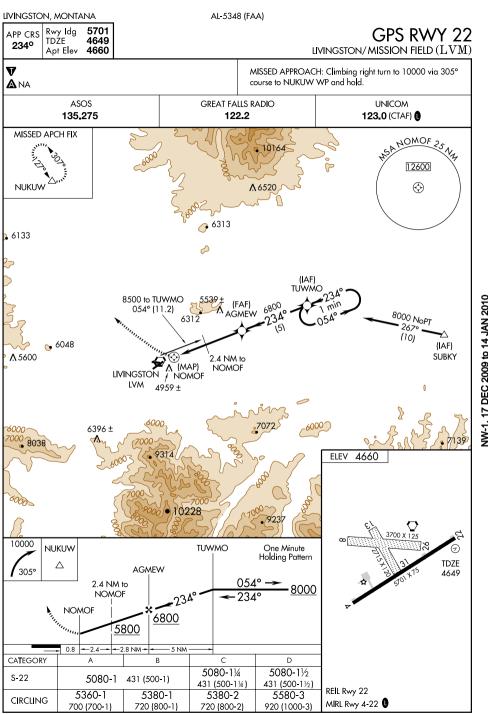












LIVINGSTON ONE DEPARTURE (OBSTACLE) LIVINGSTON, MONTANA GREAT FALLS RADIO 122.2 ASOS 135.275 **BOZEMAN** 112.4 BZN **Ξ∷**. Chan 71 N45°47.03′-W111°09.33′ LIVINGSTON L-13. H-1 116.1 LVM :..: 10 P. N45°42.15′-W110°26.55′ 260° L-13 1000 V2-86 V86-365 7800 R-246 6600 TAKE-OFF MINIMUMS Rwys 8, 13, 26, 31: NA-Environmental. Rwy 4: Standard. Rwy 22: Standard with minimum climb of 300' per NM to 6800 or 2700-3 for climb in visual conditions. TAKE-OFF OBSTACLE NOTE Rwy 22: Multiple trees beginning 400' from DER, 256' right of centerline, up to 100' AGL/4719' MSL. NOTE: Chart not to scale. V

SL-5348 (FAA)

LIVINGSTON/MISSION FIELD (T.V.M.)

NW-1, 17 DEC 2009 to 14 JAN 2010

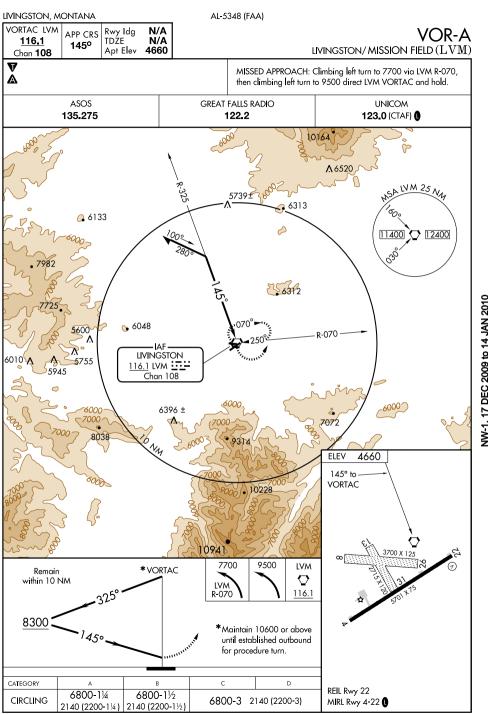
(LVM1.LVM) 09071

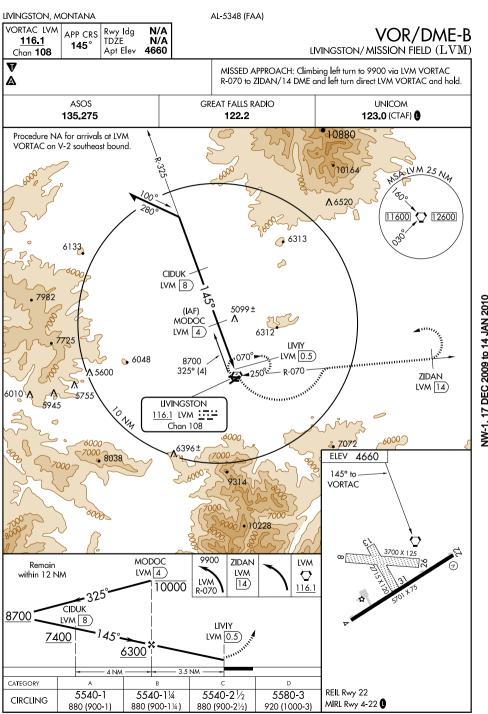
DEPARTURE ROUTE DESCRIPTION

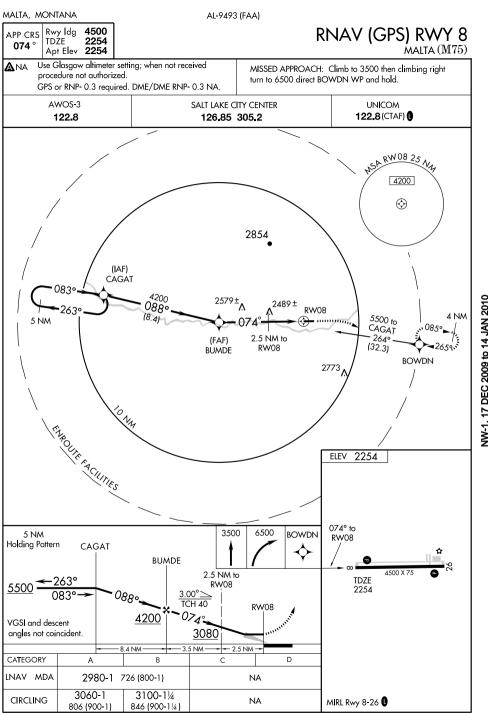
TAKE-OFF RUNWAY 4: Climbing right turn heading 100° and LVM VORTAC R-070 outbound; aircraft departing eastbound, climb via LVM R-070/V2-86 enroute. All others continue climb on LVM R-070 to 7800, then climbing left turn via heading 260° and LVM R-050 to cross LVM VORTAC at or above 9000, then climb enroute.

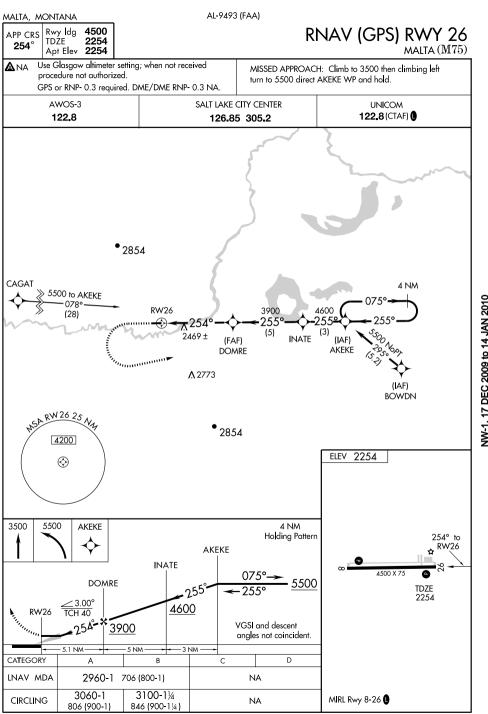
outbound; aircraft departing eastbound, continue climb via LVM R-246 outbound to 6600, then climbing right turn direct LVM VORTAC, then climb on LVM R-070/V2-86 enroute. All other aircraft continue climb via LVM VORTAC R-246 and BZN VOR/DME R-110 to BZN. For climb in visual conditions, cross LVM VORTAC at or above 9000 before proceeding via filed airway route.

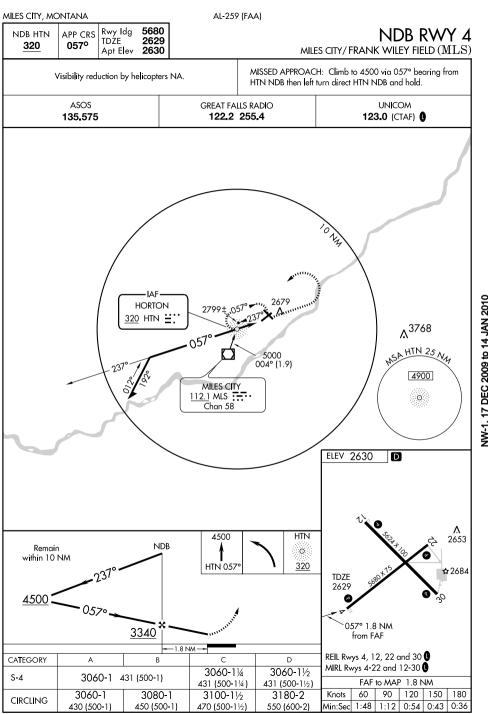
TAKE-OFF RUNWAY 22: Climbing right turn heading 270° and LVM VORTAC R-246

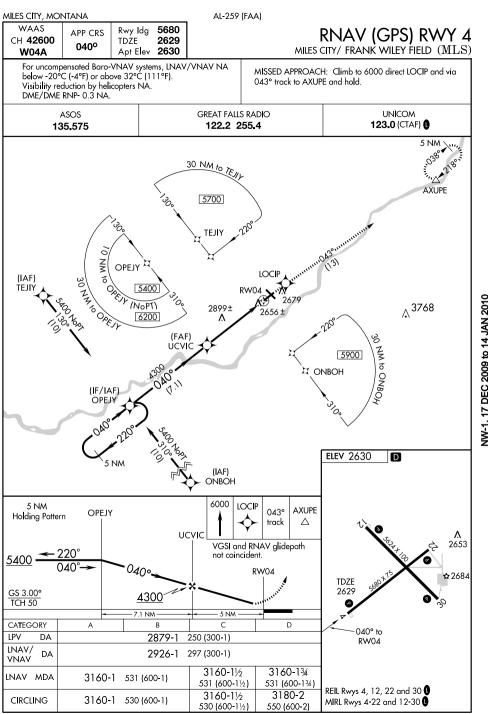




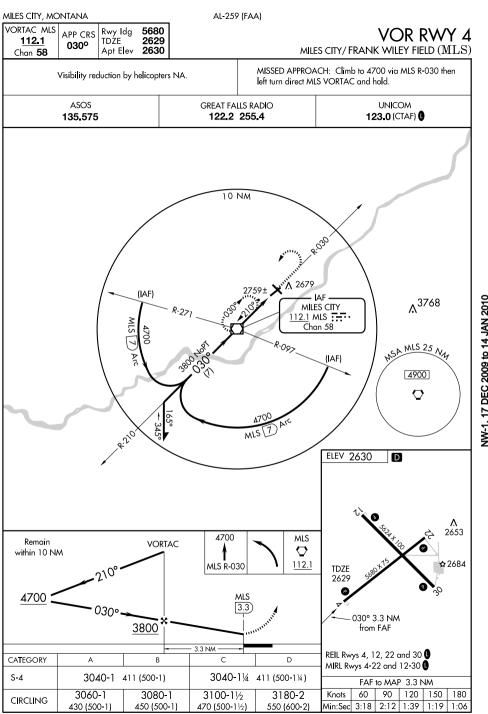


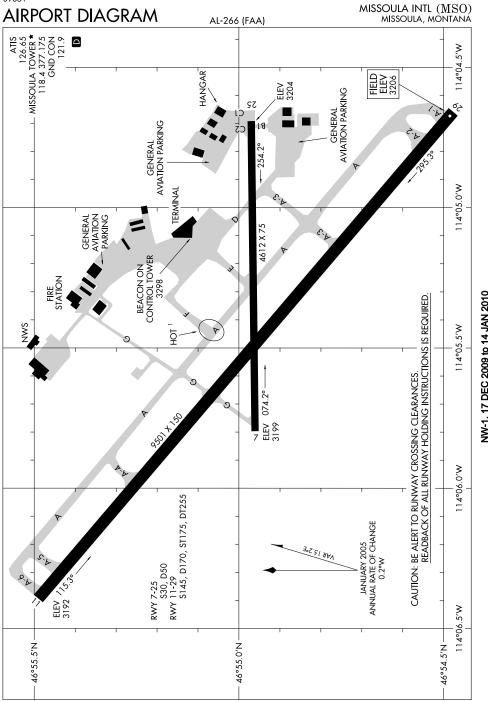


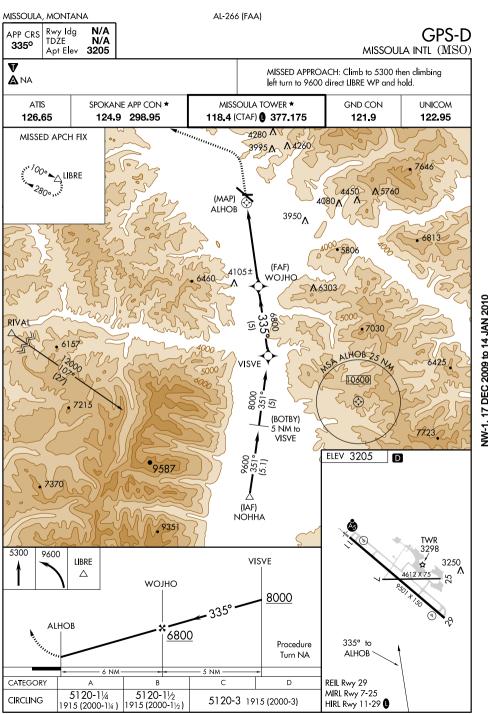




MILES CITY, MONTANA AL-259 (FAA) VORTAC MLS 5680 Rwy Idg VOR/DME or GPS RWY 22 APP CRS 112.1 TDŹE 2628 212° MILES CITY/FRANK WILEY FIELD (MLS) Apt Elev 2630 Chan **58** MISSED APPROACH: Climb direct to MLS VORTAC. Continue climb to 4700 in MLS VORTAC holding pattern. ASOS GREAT FALLS RADIO UNICOM 135.575 122.2 255.4 123.0 (CTAF) 0 (CFGAD 10 NM (IAF) KINSY MLS 10 MILES CITY NW-1, 17 DEC 2009 to 14, IAN 2010 112.1 MLS 2759± Chan 58 (IAF) R-271 (OCAHO) 2679 Λ³⁷⁶⁸ SA MLS 25 NA 5000 to KINSY 4900 032° (10) R-097 **ELEV 2630** D (IAF) (OBYOC) 212° 5.7 NM from FAF **TDZE ^∧** 2653 4700 2628 MLS KINSY MLS (10) Remain \Diamond within 10 NM 112.1 **☆**2684 MLS 4600 5.5 MLS 4.3) 4300 1.2 4.5 NM -CATEGORY C D Α В 3020-11/4 S-22 3020-1 392 (400-1) 392 (400-11/4) REIL Rwys 4, 12, 22 and 30 **U** 3060-1 3080-1 3100-11/2 3180-2 **CIRCLING** MIRL Rwys 4-22 and 12-30 (450 (500-1) 430 (500-1) 470 (500-11/2) 550 (600-2)



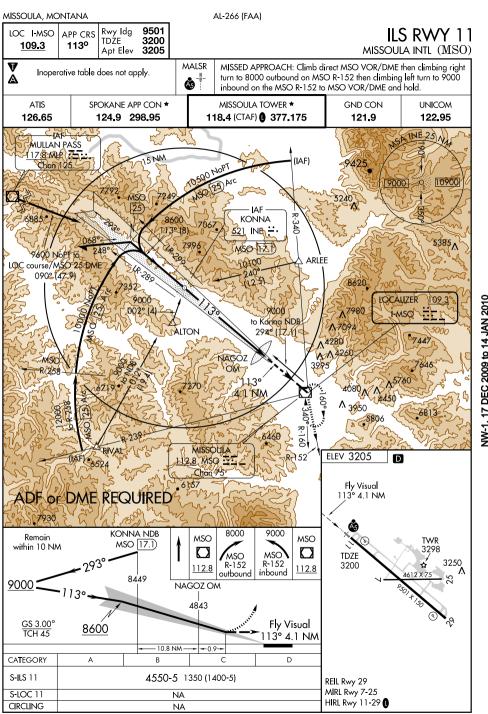




MISSOULA INTL (MSO) GRZLY ONE DEPARTURE (OBSTACLE) SL-266 (FAA) MISSOULA, MONTANA ATIS 126.65 GND CON 7800 121.9 MISSOULA TOWER * 118.4 (CTAF) 377.175 SPOKANE DEP CON 124.9 298.95 SALT LAKE CITY CENTER 133.4 285.4 MISSOULA 112.8 MSO **...** Chan 75 N46°54,48′-W114°05,02′ 1-13 TAKE-OFF MINIMUMS RWY 7, 25: NA- Obstacles. RWY 11: Standard with minimum climb of 340' per NM to 7800, or 2700-3 for climb in visual conditions. RWY 29: Standard with minimum climb of 273' per NM to 7800, or 2700-3 for climb in visual conditions. 7800 TAKE-OFF OBSTACLE NOTES: RWY 11: Tree 505' from DER, 171' left of centerline, 100' AGL/3300' MSL. Fence 38' from DER, 487' right of centerline, 21' AGL/3213' MSL RWY 29: Multiple AAOs beginning 6.5 NM from DER, 1.5 NM left of centerline, up to 200' AGL/4639' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 11: Climbing right turn heading 185° to intercept MSO R-155, southeast bound to 7800, thence. . . . or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence. . . . TAKE-OFF RUNWAY 29: Climb via MSO R-294 to 7800, then climbing left turn via MSO R-294 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight or, climb in visual conditions to cross MSO VOR/DME southeast bound at or above 5800, continue climb to 7800 via MSO VOR/DME R-155, thence.climbing left turn via MSO VOR/DME R-155 to MSO VOR/DME, climb in MSO VOR/DME holding pattern to MEA/MCA for route of flight.

NW-1, 17 DEC 2009 to 14 JAN 2010

(GRZLY I.MSO) 09239



(KONNA2.KONNA) 09239 MISSOULA INTL (MSO) KONNA TWO DEPARTURE SL-266 (FAA) MISSOULA, MONTANA ATIS 126.65 GND CON NOTE: 350' per NM climb 121.9 required to 9000. MISSOULA TOWER * 118.4 (CTAF) 377.175 KALISPELL SPOKÁNE DÉP CON NOTE: Aircraft cleared via ᅍ 113.2 FCA ::-:· 124.9 298.95 direct routes MSO R-239 Chan 79 SALT LAKE CITY CENTER clockwise to R-281 may be N48°12.85′-W114°10.55′ 133.4 285.4 assigned RIVAL transition to intercept on course. NOTE: DME Required. MULLAN PASS 117.8 MLP :=:. Chan 125 N47°27.41′-W115°38.76′ L-13. H-1 CHARL N47°28 35' R-069 W114°07.38' R-090 R-073 10,000 250° (5) **JESSY** N47°23.43′ W114°07.03′ (NENXU) 13,000 N47°10.60′ W114°32.31′ 7600 KONNA <u>521</u> INE ∵ N47°05.66′-W114°23.81′ MISSOULA 112.8 MSO ... Chan 75 N46°54.48′-W114°05.02′ RIVAL N46°48.71′ L-13 W114°37.46′ 10.000 L-13 R-239 13,000 NOTE: Chart not to scale. 77 DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 7 AND 25: Not authorized. TAKE-OFF RUNWAY 11: Climbing right turn heading 330° to intercept MSO R-294, then climb to 7600' via MSO R-294, then climb via (transition). TAKE-OFF RUNWAY 29: Intercept MSO R-294 immediately after departure, then climb to 7600' via MSO R-294, then climb via (transition). KALISPELL TRANSITION (KONNA2.FCA): After leaving 7600', make a climbing left turn direct MSO VOR/DME, then via V231 to FCA VOR/DME. MISSOULA TRANSITION (KONNA2.MSO): After leaving 7600', make a climbing left turn direct MSO VOR/DME. MULLAN PASS TRANSITION (KONNA2.MLP): After reaching 7600', continue on MSO R-294 and MLP R-090 to MLP VOR/DME. RIVAL TRANSITION (KONNA2.RIVAL): After reaching 7600', continue on MSO R-294 and INE NDB 192° bearing to RIVAL INT.

NW-1, 17 DEC 2009 to 14 JAN 2010

(MZULA I .MZULA) 09239 MZULA ONE DEPARTURE MISSOULA INTL (MSO) SL-266 (FAA) MISSOULA, MONTANÁ ATIS 126.65 GND CON 121.9 MISSOULA TOWER* MISSOULA 118.4 (CTAF) 377.175 112.8 MSO ---SPOKANE DEP CON Chan 75 124.9 298.95 N46°54.48′-W114°05.02′ SALT LAKE CITY CENTER I-13 133.4 285.4 10,000 7800 VICTO N46°34.68' W114°00.98′ 11.000 *Approx dist NOTE: This SID requires a minimum climb of 400' SALMON per NM to 11,000'. 113.5 LKT :-: Chan 82 NOTE: DME required. N45°01.28'-W114°05.05' L-13, H-1 NOTE: Chart not to scale. V

NW-1, 17 DEC 2009 to 14 JAN 2010

DEPARTURE ROUTE DESCRIPTION

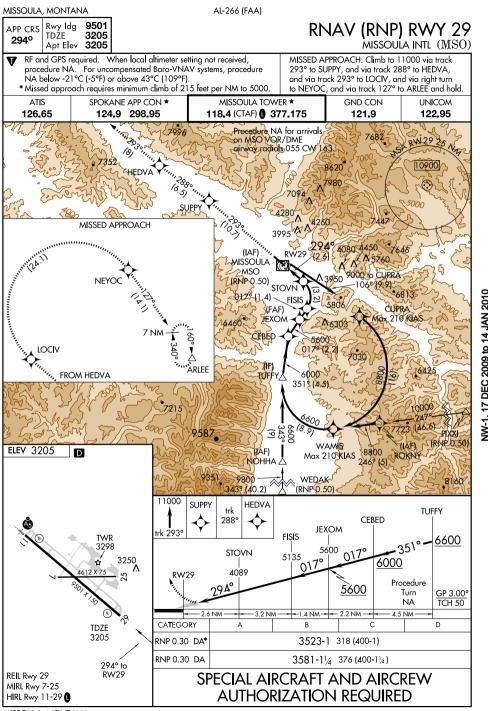
TAKE-OFF RUNWAY 7: Not authorized.

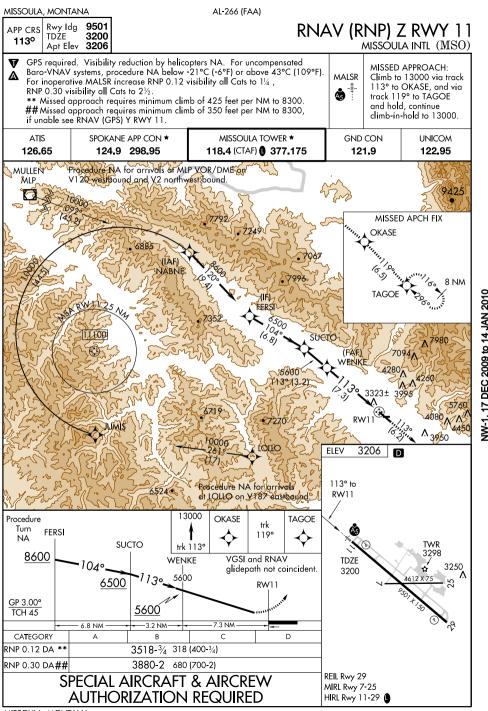
TAKE-OFF RUNWAY 11: Climbing right turn to intercept MSO R-155, thence.... TAKE-OFF RUNWAY 25 OR 29: Climbing left turn heading 110° to intercept MSO R-155, thence....

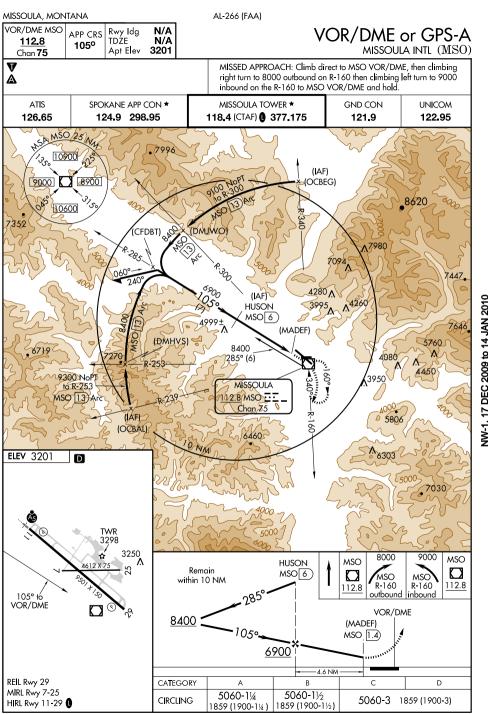
....climb to 7800' via MSO R-155; thence climb via (transition). MISSOULA TRANSITION (MZULA1.MSO): After leaving 7800', make a climbing left turn direct to MSO VOR/DME.

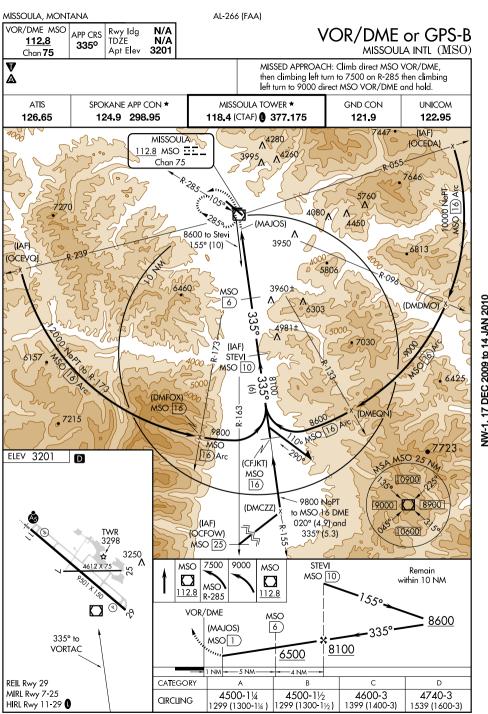
SALMON TRANSITION (MZULA1.LKT): After reaching 7800' continue on

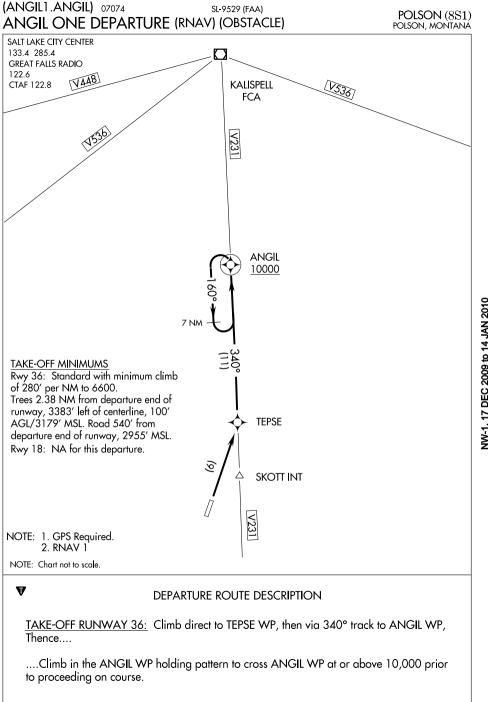
MSO R-155 until VICTO INT. Then via 190° heading and V231 to LKT VOR/DME.

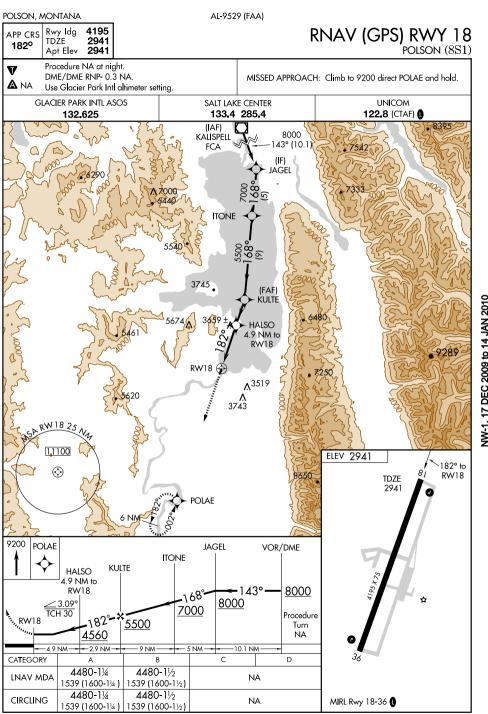


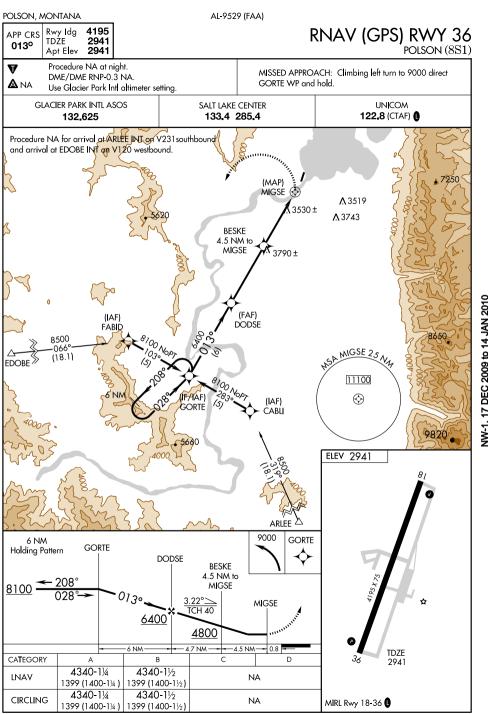






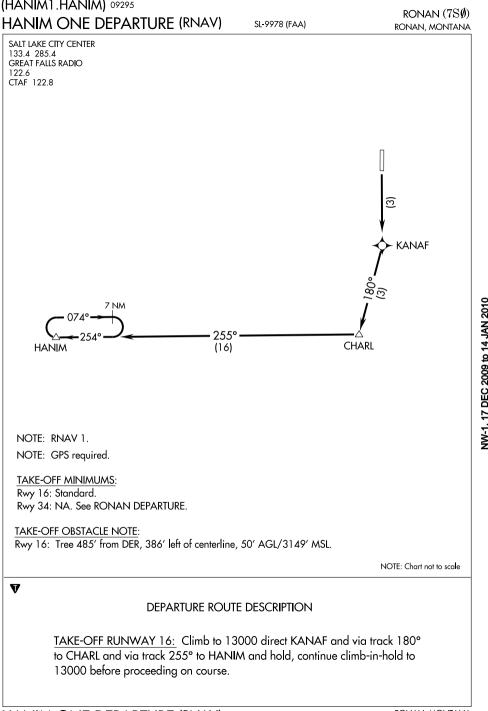


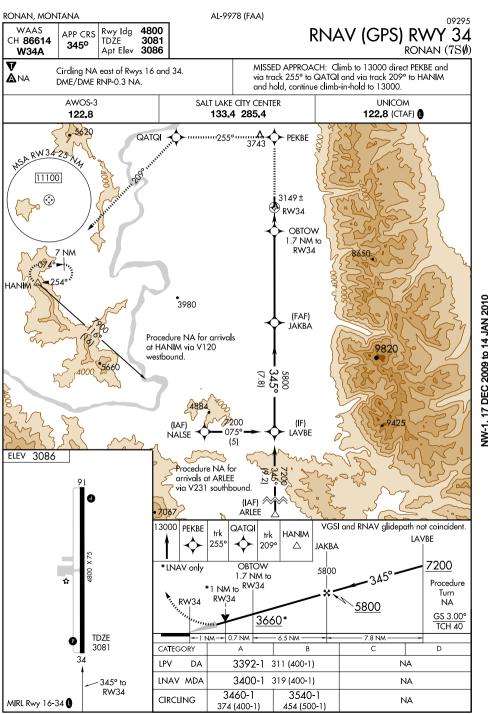


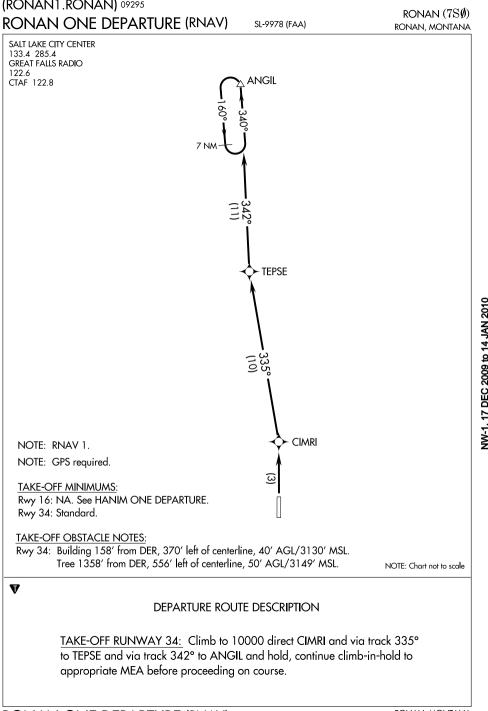


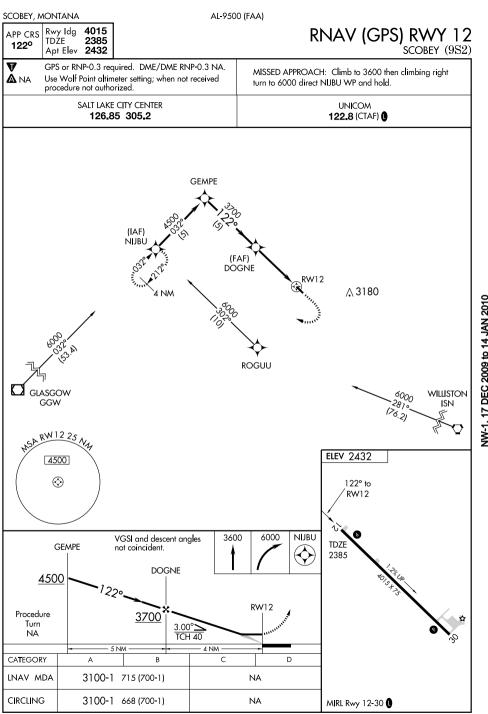
POPLAR,	MONTANA			AL-9443 (FAA)		
	PP CRS 092°	Rwy ldg TDZE Apt Elev	3030 2005 2005			RNAV (GPS) RWY 9 POPLAR (42S)
A NA		Point altimeter		ME RNP- 0.3 NA.	MISSED APPR ORJUH WP a	ROACH: Climbing left turn to 4500 direct
		POINT ASOS 18.325		SALT LAKE CEN 126.85 305	I .	UNICOM 122.8 (CTAF) ()
۸	P	O920 2720 NM NOT NOT NOT NOT NOT NOT NOT NOT NOT NOT	y y	WSW KWOS	/,	ELEV 2005
				€		092° to RW09 TDZE 2005
4 N Holding	Pattern	ORJUH	IKŲHI	45	OO ORJUH	\$3030 x 60 €
<u>4500</u>	<u>← 272</u> 092	3	22° <u> </u>	EWQAT 3600 * 2.93° ≥ RW TCH 40 3 NM → 5 NM	09	
CATEG! LNAV		A 2480-1 47	B 75 (500-1)	C NA	D	
CIRCL			P5 (500-1)	NA NA		MIRL Rwy 9-27 ()

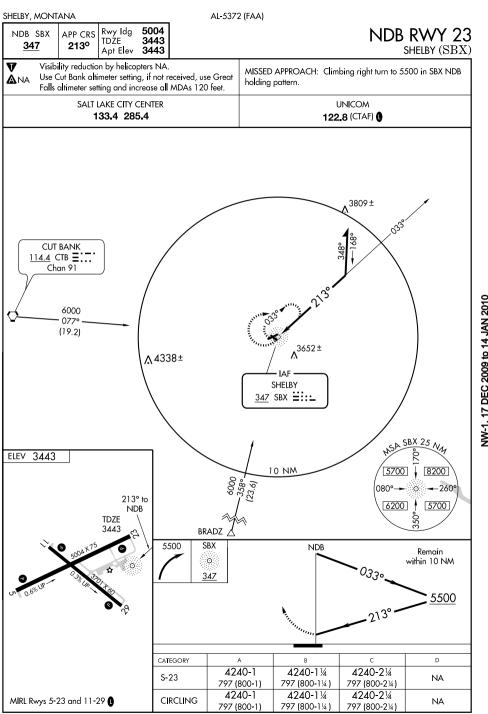
POPLAR, MONTANA		AL-9443 (FAA	4)		
APP CRS 273°	Rwy ldg 3030 TDZE 2005 Apt Elev 2005		R	NAV (GPS)) RWY 27 POPLAR (42S)
ANA Use Wolf Poi GPS or RNP-	nt altimeter setting. 0.3 required. DME/DMI	E RNP- 0.3 not authorized.	MISSED APPRO DORIA WP and	ACH: Climbing left tur I hold.	n to 6000 direct
WOLF POIN 118.3		SALT LAKE CENT 126.85 305.		UNICO/ 122.8 (CT	
DORIA 072°		a minimum and	RW27 "	(FAF) QUMGY LITVE 3600 3 (3) (3)	1900 73°3 \ DAXIO
	Λ ²⁸⁰⁰	#5A RW 27 4200 ⊕		ELEV 2005	
6000 DORIA	QUMGY ** 3600 TCH 40	not coinc	4500 d descent angles	3030 ½	TDZE 2005 273° to RW27
CATEGORY LNAV MDA CIRCLING	A B 2460-1 455 (500-1) 2500-1 495 (500-1)	A 3 NM C		MIRL Rwy 9-27	

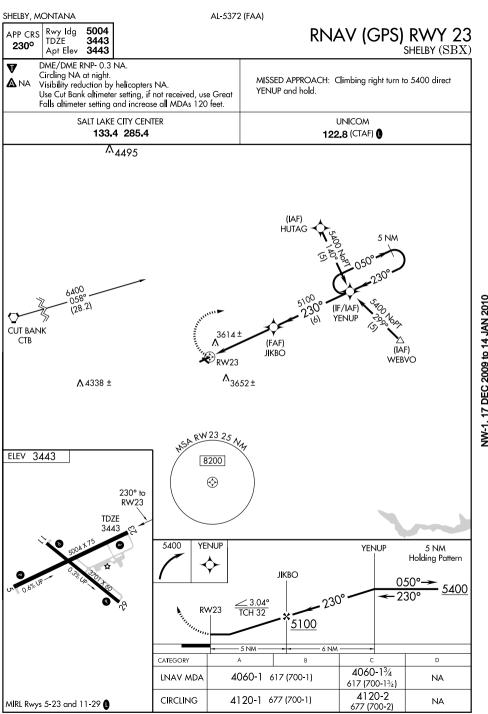


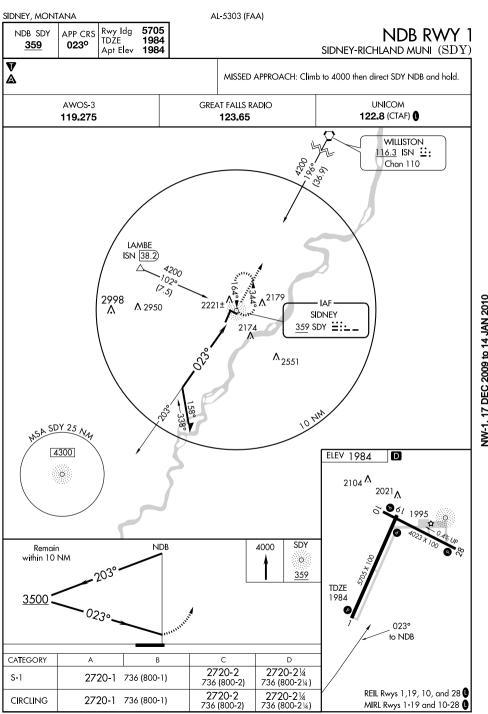


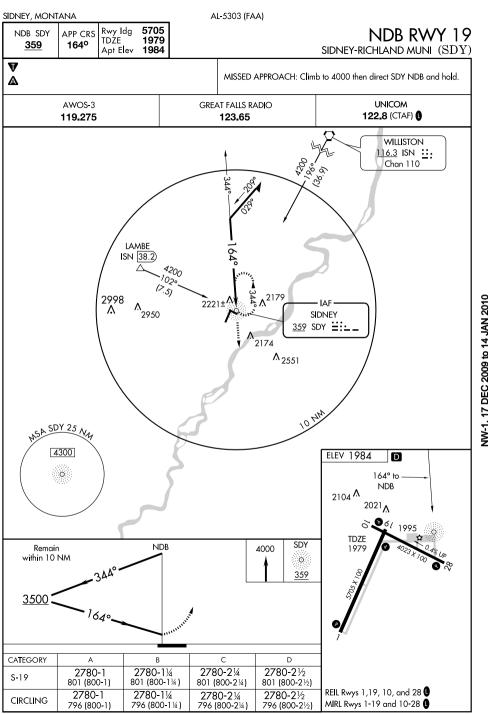


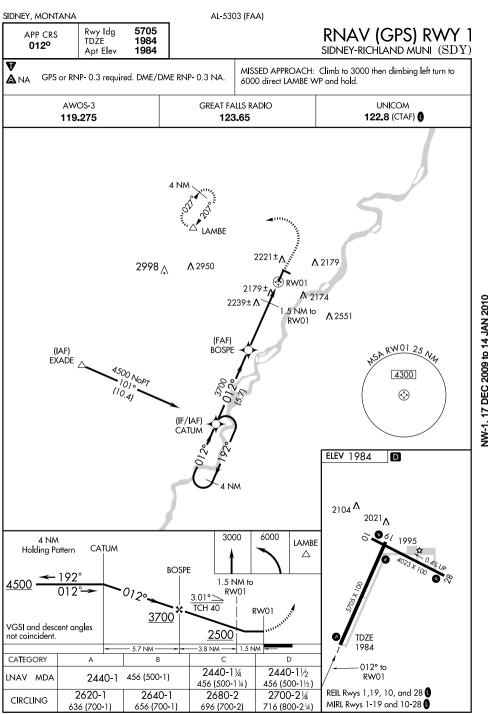




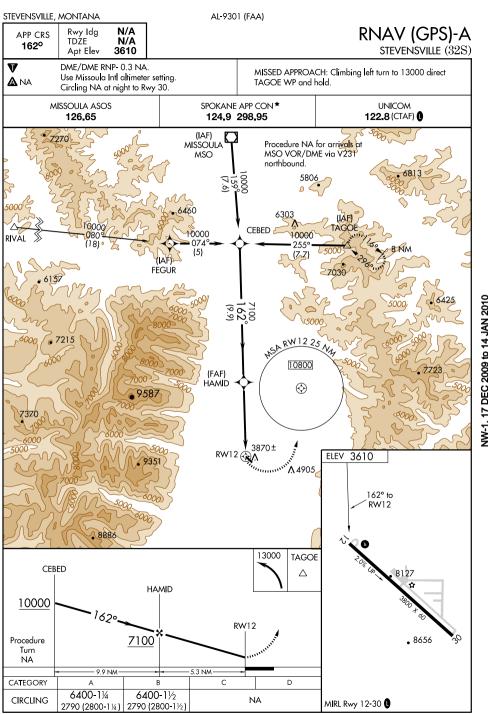


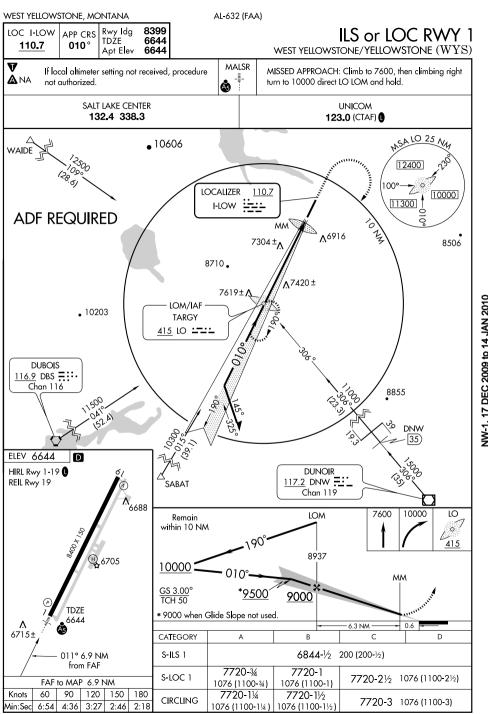


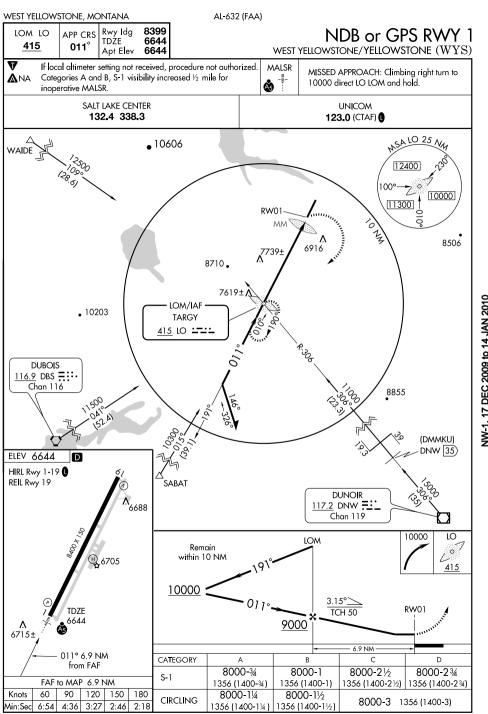


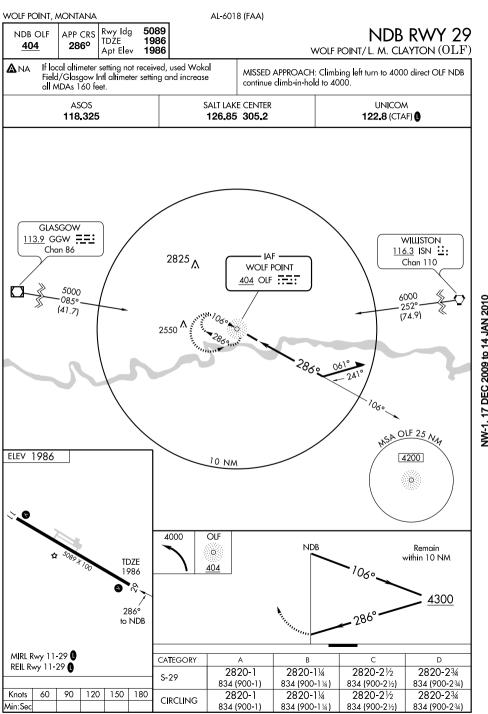


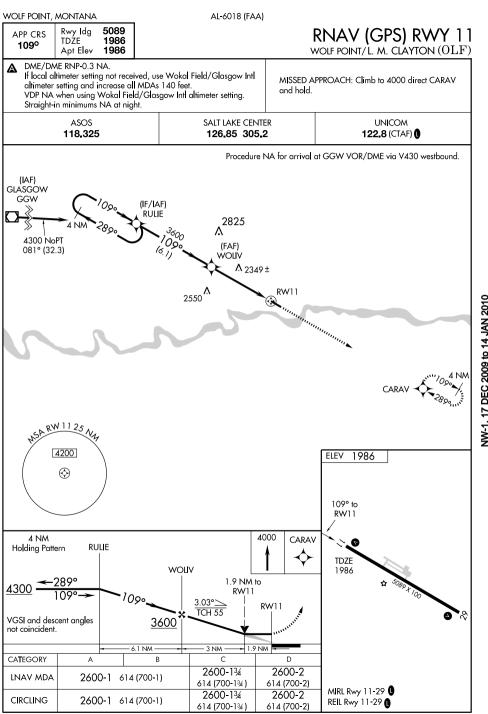
SIDNEY, MONTANA AL-5303 (FAA) Rwy Idg 5705 RNAV (GPS) RWY 19 APP CRS TDŹF 1979 1920 SIDNEY-RICHLAND MUNI (SDY) Apt Elev 1984 V MISSED APPROACH: Climb to 3000 then climbing right turn to GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. 6000 direct LAMBE WP and hold. **UNICOM** AWOS-3 GREAT FALLS RADIO 122,8 (CTAF) (119.275 123.65 (IAF) **GINBE** 1000 A 4 NM (IF/IAF) HAKET NW-1, 17 DEC 2009 to 14 JAN 2010 4500 (FAF) (13) FANIX 2339± .8 NM to 2231± RW19 15A RW 19 25 N4 2221± **∆** 2950 2998 🐧 2179 4300 2174 \bigcirc ELEV 1984 D **∧** 2551 192° to RW19 2104 A **●**6/ 1995 6000 3000 4 NM LAMBE TDZE 1979 HAKET Holding Pattern Δ **FANIX** 1.8 NM to RW19 ≤3.00° RW19 TCH 41 3700 2600 1.8 NM 3.5 NM -5.7 NM -D CATEGORY 2500-11/2 2500-134 2500-1 LNAV MDA 521 (600-1) 521 (600-11/2) 521 (600-1%) REIL Rwys 1,19, 10, and 28 0 2620-1 2640-1 2680-2 2700-21/4 **CIRCLING** MIRL Rwys 1-19 and 10-28 **(** 636 (700-1) 656 (700-1) 716 (800-21/4) 696 (700-2)

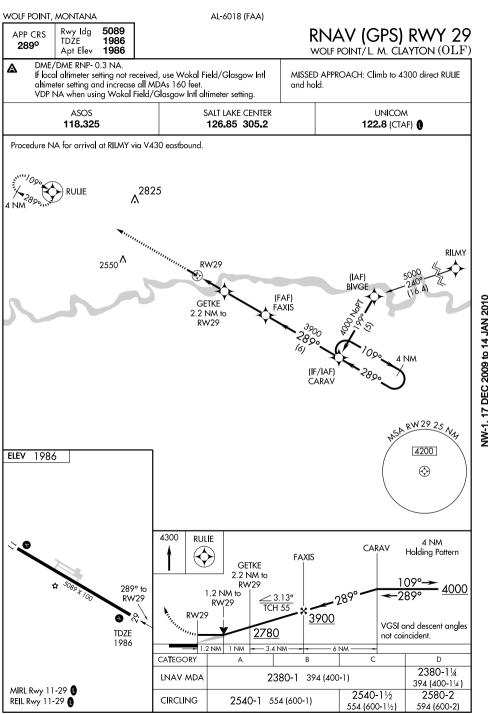












NAME

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR ALBANY MUNI VOR/DME or GPS-A	BELLINGHA BELLINGHA
NA except for operators with approved weather reporting service.	NA when lo
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.	BIG PINEY MILEY MEM Category D
ASTORIA, OR ASTORIA RGNL	BILLINGS, BILLINGS L INTL
¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3. ³ Category C, 800-2¼; Category D, 900-3.	¹ Category ² Categories ³ Categories 900-3.
AURORA, OR AURORA STATELOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ²³ RNAV (GPS) Rwy 35 ²	BOISE, ID BOISE AIR FIELD)
¹ Category D, 800-2½. ² NA when local weather not available. ³ Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	,
BAKER, MT	¹ Category ² Category

ALTERNATE MINIMUMS

Categories A, B, 900-2%.	z, Category C, 900-272,
BAKER, MT	
BAKER MUNI	NDB Rwy 131
	NDB Rwy 31 ²
¹ Categories A,B, 1100-	2; Categories C,D,
1100-3.	
² Categories A,B, 1000-	2; Category C, 1000-234;

BAKER CITY, OR BAKER CITY MUNI RNAV (GPS) Rwy 13¹² VOR-A¹³

VOR/DME Rwy 13²⁴

¹NA when local weather not available. ²Category D. 900-2³/₄.

Category D, 1000-3.

³Categories A,B, 1900-2; Categories C,D,

1900-3.
⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS

BELLINGHAM, WA

BELLINGHAM INTLILS or LOC Rwy 16

RNAV (GPS) Rwy 16

NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD VOR Rwy 31
Category D, 800-21/4.

BILLINGS, MT

BILLINGS LOGAN

INTLNDB Rwy 10L¹

RNAV (GPS) Rwy 10L²

RNAV (GPS) Rwy 28R³

¹Category D, 800-2½. ²Categories A,B,C,D, 800-2½. ³Categories A,B, 900-2; Categories C,D, 900-3.

ROISE	., ID
BOISE	AIR TERMINAL(GOWEN
FIELD')LOC BC Rwy 28L1

RNAV (GPS) Y Rwy 10R² RNAV (GPS) Y Rwy 28L² VOR/DME or TACAN Rwy 10L¹ VOR/DME or TACAN Rwy 28L¹

¹Category E, 900-3. ²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELDVOR Rwy 12 Category C, 800-21/4; Category D, 800-21/2.

BREMERTON, WA

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available.
¹Categories A,B, 1200-2; Categories C,D, 1200-3.





ALTERNATE MINS	
NAME ALTERNATE MINIMUMS BUFFALO, WY	NAME ALTERNATE MINIMUMS CHEYENNE, WY
JOHNSON COUNTY RNAV (GPS) Rwy 311	CHEYENNE RGNL/JERRY OLSON
VOR/DMÉ Rwy 31 ²	FIELDILS or LOC Rwy 271
NA when local weather not available.	NDB Rwy 27 ¹
¹ Category D, 800-21/4.	RNAV (GPS) Rwy 9 ²
² Category C, 800-21/4; Category D, 800-21/2.	RNAV (GPS) Rwy 13 ²
BUDIEV ID	RNAV (GPS) Rwy 31 ²
BURLEY, ID BURLEY MUNIVOR-A	¹ NA when control tower closed. ² NA when local weather not available.
VOR/DME-B	TVA WHEIT local weather flot available.
NA when local weather not received.	CODY, WY
THE WHOLL ISSUE WOULDS THE TOO STOOL	YELLOWSTONE
BURLINGTON/MOUNT VERNON, WA	REGIONAL RNAV (GPS) Rwy 221
SKAGIT RGNL NDB Rwy 101	VOR or GPS-A ²
RNAV (GPS) Rwy 10	¹ Category C, 800-2¼; Category D, 200-2¾.
RNAV (GPS) Rwy 28	² Category D, 900-3.
NA when local weather not available.	COEUR DIALENE IR
¹Categories A,B, 1300-2; Categories C,D,	COEUR D'ALENE, ID
1300-3.	COEUR D'ALENE-PAPPY BOYINGTON FIELD ILS or LOC/DME Rwy 5
BURNS, OR	NDB Rwy 5
BURNS MUNIVOR Rwy 30	RNAV (GPS) Rwy 5
Categories A, B, 1400-2; Categories C,D,	VOR Rwy 5
1400-3.	VOR/DME Rwy 1
	NA when local weather not available.
BUTTE, MT	
BERT MOONEY ILS Y Rwy 151	CORVALLIS, OR
LOC/DME Rwy 15 ²	CORVALLIS MUNIVOR-A
RNAV (GPS) Y Rwy 153	Categories A,B,1200-2; Categories C,D,
RNAV (GPS) Z Rwy 15,1200-2 VOR or GPS-B,1400-3	1200-3.
VOR/DME or GPS-A,3000-3	DEER PARK, WA
¹ Categories A, B, C, 1200-4.	DEER PARK RNAV (GPS) Rwy 34
² Categories A.B., 1300-2; Categories C.D.	NA when local weather not available.
1300-3.	TV WHOTH TOOL WOULD HOT AVAILABIO.
³ Categories A,B, 1500-2; Categories C,D,	DILLON, MT
1500-3.	DILLON VOR or GPS-A,1500-3
	VOR/DME or GPS-B
CALDWELL, ID	NA when Dillon altimeter setting not available.
CALDWELL	DOUGLAG MAY
INDUSTRIAL RNAV (GPS) Rwy 12	DOUGLAS, WY
RNAV (GPS) Rwy 30 NA when local weather not available.	CONVERSE COUNTY
NA when local weather not available.	1100-3. DME standard.
CASPER, WY	1100-3. DIVIL Standard.
CASPER/NATRONA	EASTSOUND, WA
COUNTY INTLILS or LOC Rwy 3	ORCAS ISLAND RNAV (GPS)-A
ILS, Categories A,B, 800-2; Category C 800-	Categories A, B, 1100-2.
2½; Category D, 800-2¾; Category E, 900-3.	NA when local weather not available.
LOC Catagory C 800 31/2 Catagory D 800	

LOC, Category C, 800-21/2; Category D, 800-

23/4; Category E, 900-3.

ELLENSBURG, WA BOWERS FIELD RNAV (GPS) Rwy 251

RNAV (GPS) Rwy 29 VOR-B²

NA when local weather not available. ¹Category D, 800-21/4.

²Category A, 1500-2.



⁵Category C, 800-21/4; Category D, 1000-3.

GLASGOW INTLVOR Rwy 12 Categories A,B, 900-2; Categories C,D, 900-3.

GLASGOW, MT WOKAL FIELD/

VOR/DME standard.



ALIERNATE WINS	4
NAME ALTERNATE MINIMUMS EPHRATA, WA EPHRATA MUNIRNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR/DME Rwy 3 VOR Rwy 21 NA when local weather not available.	NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾ GOODING, ID GOODING MUNI
Category D, 1300-3.	RNAV (GPS) Rwy 25 NA when local weather not available.
EUGENE, OR MAHLON-SWEET FIELDILS or LOC/DME Z Rwy 16R¹ ILS or LOC Y Rwy 16R¹ ILS or LOC/DME Rwy 16L¹² RNAV (GPS) Rwy 3AR² VOR or GPS-A³ ¹NA when control tower closed. ²NA when local weather not available. ³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	GRAY AAF (KGRF) FORT LEWIS, WA
EVANSTON, WY EVANSTON-UINTA COUNTY BURNS FIELDILS or LOC/DME Rwy 23 Categories C,D, 700-2.	GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
EVERETT, WA SNOHOMISH COUNTY(PAINE FIELD)	HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.
FORT BENTON, MT FORT BENTON	HAVRE, MT HAVRE CITY-COUNTYVOR Rwy 26 Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
GILLETTE, WY GILLETTE-CAMPBELL COUNTY	

17 DEC 2009 to 14 JAN 2010



ALTERNATE MINS

NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712

LOC/DME BC-C13 NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwy 236

RNAV (GPS) X Rwy 275 RNAV (RNP) Z Rwv 97 RNAV (RNP) Y Rwy 277

RNAV (RNP) Z Rwy 2779 VOR-A8 VOR/DME-B6 ¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2. ⁵Categories A, B, 1600-2; Categories C, D,

1600-3. ⁶Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3.

⁷NA when local weather not available. ⁸Categories A, B, 2900-2; Categories C, D,

2900-3.

91000-4.

HOQUIAM, WA BOWERMAN RNAV (GPS) Rwy 241

VOR/DME Rwy 242 ¹Category D, 800-21/4.

²Categories A,B, 900-2; Category C, 900-2³/₄; Category D, 900-3. **IDAHO FALLS. ID**

VOR Rwy 61

IDAHO FALLS RGNL ILS or LOC Rwy 201 LOC BC Rwy 22

RNAV (GPS) Rwy 203 VOR Rwy 20³ ¹ILS, Category E, 700-21/2. LOC, Category E, 800-21/2

²Category E, 800-2½. ³NA when local weather not available.

JACKSON, WY JACKSON HOLE RNAV (GPS) X Rwy 11

1400-3.

RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4

VOR/DME Rwy 12

VOR/DME Rwv 193 ¹Categories A,B, 1200-2; Categories C,D,

1200-3. ²Categories A,B,1000-2; Categories C,D, ³Categories A,B,1400-2; Categories C,D, NAME ALTERNATE MINIMUMS JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwv 271

VOR/DME-A NA when local weather not available. ¹Categories A, B, 1300-2; Categories C, D,

RNAV (RNP) Y Rwy 22

RNAV (GPS) Rwy 142

VOR or GPS-B,2100-3

RNAV (GPS) Rwy 83

RNAV (GPS) Rwy 263 VOR Rwy 84

VOR Rwv 263

JOHN DAY, OR

1300-3.

GRANT COUNTY RGNL/

OGILVIE FIELD RNAV (GPS) Y Rwy 9 Category B, 900-2; Category C, 900-21/2.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 21

RNAV (RNP) Rwy 20, 800-21/22 ¹Categories C, D, 700-2. ²NA when local weather not available.

KLAMATH FALLS. OR

KLAMATH FALLSILS or LOC Rwy 321

VOR/DME or TACAN Rwy 143

VOR/DME or TACAN Rwy 324

Category D, 1000-3.

3Categories C,D, 1000-3; Category E, NA.

¹Categories A,B, 900-2; Category C, 900-23/4;

Category D, 1000-3. LOC, DME required. ²Categories A,B, 900-2; Category C, 900-2³/₄;

⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR LAKE COUNTY VOR/DME-A

Categories A.B. 900-2: Category C. 900-21/2: Category D, 900-234.

LEWISTON. ID

LEWISTON-NEZ PERCE COUNTYILS Rwy 2612

RNAV (GPS) Rwy 123

¹ILS, Category D, 800-21/4. ²NA when control tower closed. 3Category D, 800-21/4.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7 VOR Rwy 7 Category D, 800-21/4.

VOR-A²

VOR/DME-B

NAME

ALTERNATE MINS



VOR or GPS-A³

VOR/DME Rwy 44

RNAV (GPS) Rwy 172

VOR-A²³

NAME ALTERNATE MINIMUMS LIVINGSTON. MT

MISSION FIELD VOR/DME-B1

¹Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3. ²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22

RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22

NA when local weather not available. Category D 800-21/4.

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwv 1412

RNAV (GPS)-D3 RNAV (GPS) Rwy 144

LOC/DME BC-B²³

VOR-A5 VOR/DME-C3 VOR/DME Rwy 145

¹ILS, Categories A, B, C, 700-2; Category D, 900-21/2. LOC, Category D, 900-21/2.

²NA when control tower closed 3Categories A, B, 2300-2; Categories C, D,

⁴Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D

MISSOULA, MT MISSOULA INTLILS Rwy 111

1400-3.

17 DEC 2009 to 14 JAN 2010

RNAV (GPS) Y Rwy 1123 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME or GPS-A,2000-3 VOR/DME or GPS-B,2000-3

¹ILS. 1600-6. LOC.NA. ²NA when local weather not available.

3Categories A, B, 1900-2; Categories C, D,

1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1

NDB Rwy 32R² RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1

RNAV (GPS) Rwy 221 VOR Rwy 4² VOR -1 Rwy 14L²

VOR Rwy 22² VOR Rwy 32R²

VOR -3 Rwy 14L²

ALTERNATE MINIMUMS **NEWCASTLE. WY**

MONDELL FIELD VOR or GPS Rwy 31 NA except for operators with approved weather reporting service. Categories A,B, 900-2; Categories C,D, 900-3.

NORTH BEND, OR

SOUTHWEST OREGON

RGNLILS or LOC Rwy 41

NDB or GPS Rwy 42

VOR/DME or GPS-B4 ¹ILS, Categories A,B, 800-2; Category C, 900-21/4, Category D,1000-3. LOC, Category C,

900-21/4, Category D,1000-3. ²Category C, 900-21/4; Category D, 1000-3. 3Categories A,B, 1100-2; Categories C,D,

⁴Categories C,D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG RNAV (GPS) Rwy 7

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ILS or LOC Rwy 1712

RNAV (GPS) Rwy 352 VOR/DME Rwy 35²

¹ILS, Categories C, D, 700-2. ²NA when local weather not available. 3Category D, 800-21/4.

ONTARIO, OR

ONTARIO MUNI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

PASCO, WA

TRI-CITIESILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R

VOR Rwy 21R3 VOR/DME Rwy 30 NA when local weather not available.

RNAV (GPS) Rwy 30

¹NA when control tower closed. ²ILS, Categories A,B,C, 700-2; Category D,

700-21/4. LOC, Category D, 800-21/4. 3Category D, 800-21/4.

¹NA when local weather not available.



ALTERNATE MINS



VOR-A 9

NAME ALTERNATE MINIMUMS
PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ILS or LOC/DME Rwy 25¹
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.

NA when local weather not available. ¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELDNDB-A¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.
²Category D, 800-2½.

POCATELLO. ID

POCATELLO RGNL......ILS or LOC Rwy 211 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTLILS or LOC Rwy 8

RNAV (GPS) Rwy 81 RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

VOR Rwy 28R⁵

ILS, Category A, 700-2; Categories B,C, 8002; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-

2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3.

LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5. ⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹ RNAV (GPS) Rwy 12²

¹Categories A,B, 1000-2;Category C, 1000-2³/₄; Category D, 1000-3.

²NA when local weather not available.

PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI RNAV (GPS) Rwy 5,800-21/4

RAWLINS, WY

RAWLINS MUNI/

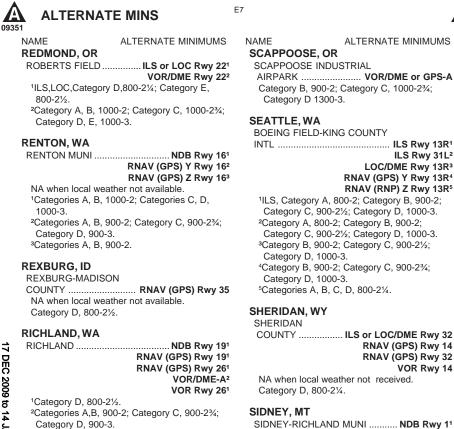
HARVEY FIELD NDB or GPS-A¹ VOR or GPS Rwy 22,1000-3²

¹Category D, 1000-3.

Category D, 1000-5.

²NA when Rawlins FSS closed.





ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER COUNTY VOR-B Category D, 800-21/4.

ROSEBURG, OR ROSEBURG RGNL.....RNAV (GPS)-B

NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 3112 LOC/DME Rwy 313 RNAV (GPS) Rwy 3113

¹NA when local weather not available. ²ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

COUNTY ILS or LOC/DME Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NDB Rwy 19² ¹Category D, 800-21/4.

²Categories C,D, 800-21/2.

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R1 RNAV (GPS)-A2 RNAV (GPS) Rwy 3L²

VOR Rwy 3L3

¹Categories A,B, 1000-2;Category C, 1000-

²Categories A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

3Categories A,B, 1000-2; Categories C.D. 1000-3

SPOKANE INTLILS or LOC Rwy 31 ILS or LOC/DME Rwy 211 VOR Rwv 3²

¹ILS, Category D, 700-2. ²Category E, 800-21/2.





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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE	MINIMUMS
TACOMA, WA TACOMA NARROWSILS Rwy 17¹ NDB Rwy 35¹ RNAV (GPS) Rwy 17¹² RNAV (GPS) Rwy 35²³		WENATCHEE, WA PANGBORN MEMORIALILS Y Rwy 12, 1300 VOR/DME-C		
¹ NA when control tower closed. ² Category D, 800-21/4. ³ NA when local weather not available.		¹ NA when local weather not available. ² Categories A, B, 1500-2; Categories C, D, 1500-3. ³ Categories A, B, 2000-2; Categories C, D, 2000-3. WOLF POINT, MT L.M. CLAYTON		
THE DALLES, OR COLUMBIA GEORGE RGNL/				
THE DALLES MUNI				
NA when local we ¹ILS, Category D, LOC, Category E	ILS or LOC Rwy 25¹ NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 7 VOR Rwy 7² ather not available. 700-2; Category E, 900-3.	WORLAND, WORLAND N Categories O YAKIMA, WA YAKIMA AIR	MUNI	≀ or GPS Rwy
WALLA WALLA, WA WALLA WALLA RGNLILS or LOC Rwy 20¹ NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 2²³ RNAV (GPS) Rwy 16² RNAV (GPS) Rwy 20² VOR/DME Rwy 2² ¹ILS,LOC, Categories A,B, 1100-2; Categories		RNAV (GPS) Z Rwy VOR/DME or TACAN Rwy		(GPS) Z Rwy 2 TACAN Rwy 2 VOR-7 I. ; Category C, D, 800-21/4

C, D, 1100-3.

²Category D, 800-21/2.

³NA when local weather not available.

0-4 -C12 -**A**3

16

⁵Category C, 800-21/2; Category D, 800-23/4.

⁶Categories A, B, 1100-2; Categories C, D, 1100-3.

⁷Category C, 800-21/4; Category D, 800-21/2.



INSTRUMENT APPROACH PROCEDURE CHARTS IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are

minimum altitudes in MSI DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures

(ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance

capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance

and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS TAKE-OFF MINIMUMS NAME

AFTON, WY AFTON MUNI

DEPARTURE PROCEDURE: Rwv 16. Use LUNDI DEPARTURE. Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI

DEPARTURE PROCEDURE: Rwv 16, turn right. Rwv 34, turn left, All aircraft climb direct CVO VOR/ DME and continue climb in CVO VOR/DME holding pattern. (E. right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: Rwv 4, std. w/min, climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 16, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions, Rwv 22, NAobstacles. Rwy 34, std. w/min. climb of 369' per NM to

9100, or 2800-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 4, 34, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual

conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME. continue climb-in-hold to 10200 (north, left turn, 166° inbound).

BOWMAN FIELD(CON'T)

Rwv 16. climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue

Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north. leftturn, 166° inbound). NOTE: Rwy 16, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159'MSL. Rwy 34, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

climb-in-hold to 10200 (north, left turn, 166° inbound), or

for climb in visual conditions, cross Bowman Field

ARCO, ID

ARCO-BUTTE COUNTY (AOC) AMDT 1 08157 (FAA) TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles. DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

9351



ARLINGTON, WA ARI INGTON MUNI

TAKE-OFF MINIMUMS: Rwv 11, 600-2 or std. with a

min_climb of 350' per NM to 700_Rwv 34, 500-2 or std.

with a min_climb of 260' per NM to 700 DEPARTURE PROCEDURE: Rwv 11. turn right

Rwv 16. climb direct to WATON LOM, Rwvs 29.34. turn left All aircraft climb direct to WATON I OM Aircraft departing WATON LOMon bearings 150° CW 200° and bearings 260° CW 340° from WATON LOM continue climb on course, Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM climb in

holding pattern (S. left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR ASTORIA RGNL

> TAKE-OFF MINIMUMS: Rwv 8, 800-3 or std, with a min. climb of 320' per NM to 900. Rwy 13, 700-2 or std. with a min_climb of 350' per NM to 800

DEPARTURE PROCEDURE: Rwvs 8.31, turn left. Rwv 13, climb runway heading to 800 then climbing right turn Rwy 26 turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via ASTR-290

then left turn to AST VOR/DME and continue climbing

AUBURN. WA

AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE

AURORA. OR

AURORA STATE

DEPARTURE PROCEDURE: Rwv 17. turn right.

thence... Rwv 35. turn left, thence... ... Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME

at or above MEA/MCA for direction of flight. NOTE: Rwv 17, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of

runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL, Rwv 35, multiple trees and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of

runway, 281' right of centerline, up to 58' AGL/253' MSL. BAKER, MT

BAKER MUNI

NOTE: Rwy 13,51' derrick 2200' from departure end of

runway on centerline, 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline, 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY.OR BAKER CITY MUNI

climb of 315' per NM to 6000, (788' per min, at 150K. 1050' per min. at 200K, 1313' per min. at 250K).

TAKE-OFF MINIMUMS: Rwv 8, 900-2 or std. with a min.

Rwv 13, 1400-2 or std. with a min. climb of 310' per NM to 6000 (775) permin at 150K 1033 permin at 200K

1292' per min. at 250K), Rwy 17, NA, Rwy 31, 1300-2 or

(SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

BELLINGHAM. WA BELLINGHAMINTI

> DEPARTURE PROCEDURE: Rwv 16, climb heading 160° to 600, then climbing right turn direct HUH VORTAC. Do not exceed 210 KIAS until established northbound, Rwy 34, climb heading 340° to 600, then climbing left turn to intercept HUH R-145 to HUH VORTAC, continue climb in holding pattern (northwest. right turn, 149° inbound) to MEA as appropriate for direction of flight.

250K). Rwv 35. CAT C.D 1000-2; or std. with a min.

climb of 240' per NM to 6000 (600' per min, at 150K.

Rwys 26.31.35, turn right All aircraft climb direct BKE

800' permin, at 200K, 1000' permin, at 250K).

DEPARTURE PROCEDURE: Rwvs 8.13, turn left.

VOR/DME, Continue climb in BKE holding pattern

NOTE: Rwv 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL. Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL. Multiple trees beginning 1128' from departure end of runway, 57' left of centerline, up to 104' AGL/249' MSL. Rwv 34. lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL.

multiple trees beginning 1372' from departure end of

runway, 619' right of centerline, up to 134' AGL/246'

BEND.OR

MSL.

BEND MUNI (BDN) AMDT 4 09183 (FAA) DEPARTURE PROCEDURE: Use BEND DEPARTURE.

BIG PINEY. WY

MILEY MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwys 8,26, NA.

DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via BPI R-124. Rwv 31. climb to 10800 via BPI R-320 thence all aircraft climb on course.



BILLINGS, MT BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 10R, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 10L, Climb heading 098° to 4600 before turning right

NOTE: Rwv 10L. fence 466' from departure end of runway, 535' right of centerline, 11' AGL/3511' MSL.

cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL. ground beginning 21' from departure end of runway, 499'

right of centerline, 0' AGL/3505' MSL, Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline 11'AGL/3672'MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/

BLACKFOOT.ID MCCARLEY FIELD

DEPARTURE PROCEDURE: Rwy 1, climb to 7000 (or higher assigned altitude) direct IDA VOR/DMF before proceeding on course. Rwy 19, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE ID

BOISE AIR TERMINAL (GOWEN FIFLD)

DEPARTURE PROCEDURE: Rwvs 28L.28R, turn left Rwys 10L,10R, turn right. Climb on BOI R-214 within 20 NM to cross BOLVORTAC at or above MEA/MCA for direction of flight

BOZEMAN.MT

GALLATIN FIFLD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwvs 12.30. use BOZEMAN DEPARTURE.

BREMERTON.WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 300-1 or std. w/min.

climb of 410' per NM to 700. DEPARTURE PROCEDURE: Rwv 1. Climbing right turn to 6000 direct CAN NDB, Thence... Rwy 19, Climb

to 6000 direct CAN NDB, thence... ...Continue climb-in-hold (S, LT, 013° inbound) to 6000

before proceeding on course. NOTES: Rwv 1. Multiple bushes 380' from departure end

of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALOWY IOHNSON COLINTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13.31, 2400-2 or std, with a min, climb of 300' per

NM to 7500. Southhound aircraft: Rwv 31, 400-2 or std.

with a min climb of 300' per NM to 6000 DEPARTURE PROCEDURE: Northbound aircraft:

Rwv 13. turn left, Rwv 31. climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC

Southbound aircraft: Rwv 13, climb straight ahead. Rwv 31. turn right. All aircraft proceed via CZI R-319 to CZI VOR/DME.

BURLEY MUNI

TAKE-OFF MINIMUMS: All runways, cross departure

BURLEY.ID

end of runway at or above 35' AGL DEPARTURE PROCEDURE: All runways, climb direct

BURLEY (BYI) VOR/DME, Continue climb on R-305 within 10 miles to cross BYLVOR/DMF: R-024 CW R-054 at or above 5500: R-055 CW R-240 at or above 8000: R-241 CW R-023 at or above 5900.

NOTE: Rwv 2. bridge 252' from departure end of runway. 513' left of centerline, 110' AGL/4195' MSL, Stack 2205' from departure end of runway, 857' right of centerline. 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. Rwv 20. antenna 523' from departure end of runway, 338' right of centerline, 43' AGL/4217' MSL, Rwv 24, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL, Grain elevator 3106' from departure end of runway, 163' left of centerline. 137' AGI /4317' MSI

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNI (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min, climb of 340' per NM to 3600, Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22.

1300-2 or std. with a min. climb of 210' per NM to 1800. DEPARTURE PROCEDURE: Rwvs 4.10.22, turn right heading 280°. Rwy 28, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwv 4, tree 2581' from departure end of runway. 426' left of centerline, 100' AGL/212' MSL, Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.



BURNS OR BURNS MUNI

> DEPARTURE PROCEDURE: Rwv 3, climbing right turn thence Rwv12 climbto 4600 via heading 117°

thence... Rwys 21.30, climbing left turn, thence...

All aircraft departing on ILR R-072 CWR-209 climb

on course, All others climb on ILR R-123 within 10 NM to cross ILR VOR/DMF at or above 5000

NOTE: Rwy 21, pole 820' from departure end of runway 357' left of centerline, 20' AGL/4169' MSL.

BUTTE. MT BERT MOONEY

TAKE-OFF MINIMUMS: Rwv 11 NA-obstacles Rwv 15.

std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions Rwy 29, std. w/min.climb of 832' per NM to 6700, or 3300-3 for climb in visual

conditions, Rwv 33, std, w/min, clim b of 355' per NM to 6800 or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 15, climbing right turn direct CPN VOR/DMF or for climb in visual

conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME. thence Rwy 29, climb heading 293° to intercent CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME.

thence... Rwv 33, climb direct CPN VOR/DME, or for

climb in visual condtions: Cross Bert Mooney Airport

westbound at or above 8800 then proceed direct CPN

...climb in CPN VOR/DME holding pattern (hold north. left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute NOTE: Rwv 15, multiple trees beginning 2 NM from

departure end of runway, 1779' right of centerline, up to 100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from

departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from

departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/ 5583'MSL.

CALDWELL. ID CALDWELL INDUSTRIAL

AGL/2439' MSL.

VOR/DME.thence...

TAKE-OFF MINIMUMS: Rwv 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb

via heading 299° to 4400 before proceeding on course. NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21'

CASPER WY CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwvs 3.8.12. turn left.

All other runways, turn right, All aircraft climb direct DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS. WA CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: Rwv 16, climb to 1000 via heading 160° then climbing left turn to 4000 via heading 001° and OLMR-151 to OLM VORTAC before proceeding on course. Rwy 34, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course. CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD NOTE: Rwv 13, multiple trees beginning 74' from

of centerline, up to 69' AGL/6229' MSL.

departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL, Rwv 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/

6211'MSL, Rwv 31, multiple trees, road, fence and sign

centerline, up to 40' AGL/6238' MSL. Multiple poles and

sign beginning 407' from departure end of runway, 8' left

beginning 196' from departure end of runway, 76' left of

CODY, WY YELLOWSTONE RGNI

TAKE-OFF MINIMUMS: Rwy 4, 1500-2 or std. with a min. climb of 250' per NM to 6800. Rwy 22, 1600-2 or std, with a min, climb of 340' per NM to 6200. DEPARTURE PROCEDURE: Rwys 4,22, turn left. All aircraft climb direct COD VOR/DME, Climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above: COD

R-350 CW R-170, 6000; or R-171 CW R-349, 11800.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FLD TAKE-OFF MINIMUMS: Rwv 5, CAT A.B. 1700-2 or std.

with a min, climb of 230' per NM to 4000, CAT C.D. 2600-2 or std. with a min. climb of 320' per NM to 5400. DEPARTURE PROCEDURE: Rwys 1,5, turn left, climb via COE R-005 to 5400, reverse course, continue climb direct COE VOR. Rwy 19, turn right. Rwy 23, turn left,

climb via COE R-232 to 5000, reverse course, continue

COLSTRIP, MT

COLSTRIP (M46)

climb direct COE VOR.

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV) DEPARTURE. Rwy 24, use CONUK (RNAV) DEPARTURE

9351



CONRAD, MT CONRAD

DEPARTURE PROCEDURE: Rwv 24, climb runwav heading to 4300, then continue climb on course CORVALLIS, OR

Rwy 35, multiple trees beginning 470' from departure

DEPARTURE PROCEDURE: Rwvs 9.27. aircraft

Rwvs 4.34, climbing right turn to heading 210°:

All aircraft intercept and continue climb via the 170°

bearing from DPY NDB to intercept GEG R-006 to GEG

departing via HCY NDB bearings 130° CW 225° climb

on course, all others climb in HCY NDB holding pattern (W. right turns, 078° inbound) to cross HCY NDB at or

end of runway, 544' left of centerline up to 36' AGL/276'

CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, std. with a min.

climb of 290' per NM to 3100 or 1700-3 for climb in

visual conditions. Rwv 27, std. with a min. climb of 310'

per NM to 3100 or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwys 9, 17, climbing left

turn direct CVO VOR/DME, thence...or, climb in visual conditions to cross CVO VOR/DMF at or above 3400

Rwys 27, 35, climbing right turn direct CVO VOR/DME. thence or climb in visual conditions to cross CVO

VOR/DME at or above 3400

...climb in CVO VOR/DME holding pattern (E. RT. 261° inbound) to depart at or above 3400 NOTE: Rwv 9, multiple trees and railroad beginning 549'

from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad

beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL, Rwv 27. obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

COWLEY/LOVELL/BYRON.WY NORTH BIG HORN COUNTY

above 9000.

VORTAC.

DEER PARK. WA DEER PARK

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min. climb of 360' per NM to 5600.

DEPARTURE PROCEDURE: Rwv 16. climb runwav heading; Rwy 22, climbing left turn to heading 130°;

DILLON. MT

DILLON

TAKE-OFF MINIMUMS: Rwvs 3.21. NA.

DEPARTURE PROCEDURE: Rwys 16,34, turn right,

climb in DLN VOR/DME holding pattern (N, right turns,

185° inbound) to cross DLN VOR/DME at or above:

northwestbound V257 8500; southwestbound V121 8500; northbound V217600; southeastbound V21, V2579400.

9351 🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

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DRIGGS.ID

AMDT 2 08157 (FAA)

DEPARTURE

EASTSOUND. WA

ORCAS ISLAND (ORS)

before proceeding on course.

of centerline, up to 120' AGL/139' MSL.

AMDT 1 09351 (FAA)

ELLENSBURG.WA

BOWERS FIELD

with a min. climb of 260' per NM to 7200.

DEPARTURE PROCEDURE: Rwv 5. climbing right turn via IIP VOR/DME R-342 to IIP VOR/DME, Rwv 11. climbing right turn via IIP VOR/DME R-312 to IIP VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME

R-264 to IIP VOR/DME. Rwy 29, climbing right turn via

IIP VOR/DME R-325 to IIP VOR/DME. All aircraft

departing IIP R-253 CW R-180 climb on course. All

or above: R-181 CW R-199 9600: R-200 CW R-252

549' right of centerline, 35' AGL/5014' MSL, Trees

3407' from departure end of runway, 209' right of

centerline, 35' AGL/5074' MSL, Trees 5458' from

departure end of runway, 1954' right of centerline, 35'

AGL/5132 MSL. Rwy 23, trees 2068 from departure

end of runway, 1008' left of centerline, 35' AGL/4994'

left of centerline, 35' AGL/5014' MSL.

DRIGGS-REED MEMORIAL (DIJ)

DEPARTURE PROCEDURE: Use LAMON

MSL. Trees 3130' from departure end of runway, 1215'

TAKE-OFF MINIMUMS: Rwy 16, NA-Terrain. Rwy 34,

turn to 2000 to intercept HUH VORTAC R-210 to HUH VORTAC, then climb-in-hold (hold South, Left turns,

352° inbound) to cross HUH VORTAC at or above 3800

NOTE: Rwv 34, trees beginning 330' from DER, 411' left

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or

std. with a min. climb of 340' per NM to 7800. Rwy 29. 4600-3 or std. with a min. climb of 320' per NM to 7800.

DEPARTURE PROCEDURE: Rwvs 7.29. climbing right

turn direct ELN VORTAC. Rwys 11, 25, climbing left

turn direct ELN VORTAC. All aircraft, continue

500-3 or std, w/min, climb of 224' per NM to 600. DEPARTURE PROCEDURE: Rwv 34, climbing right

NOTE: Rwv 5, trees 1883' from departure end of runway,

others continue climb in IIP VOR/DMF holding pattern

(NW, left turns, 125° inbound) to cross IIP VOR/DME at

climb of 250' per NM to 5200. Rwy 23, 1700-3 or std.

TAKE-OFF MINIMUMS: Rwv 5. 300-2 or std. with a min.

CONVERSE COUNTY

DOUGLAS, WY

climbing in the ELN VORTAC holding pattern (W. right turns, 087° inbound) to MEA/MOCA for route of flight. EPHRATA. WA

EPHRATA MUNI (EPH) AMDT 3 09127 (FAA) TAKE-OFF MINIMUMS: Rwv 29. NA-Obstacles.

DEPARTURE PROCEDURE: Rwy 3, climb heading

027° to 2300 before proceeding on course. Rwy 11, climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.



EUGENE.OR MAHLON SWEET FIELD

DEPARTURE PROCEDURE: Rwys16L,16R,climb to 1000 then climbing right turn... Rwys 34L, 34R, climb to 1000 then climbing left turn

...all aircraft climb direct EUG VORTAC, then climb in

FUG VORTAC holding pattern (hold north, right turn) 175° inbound) to cross EUG VORTAC at or above MEA

altitude before proceeding enroute. NOTE: Rwv 16R, tree 1992 from departure end of

runway, 832' left of centerline, 50' AGL/419' MSL, Rwy 16L, multiple trees and power poles beginning 872' from

departure end of runway, 35' right of centerline, up to 50' AGL/437' MSL, multiple trees and power poles beginning 890' from departure end of runway 77' left of

centerline, up to 50' AGL/433' MSL, Rwv 34R, multiple trees beginning 2869' from departure end of runway. 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of

EVANSTON.WY

centerline 50' AGI /428' MSI

EVANSTON-UINTA COUNTY BURNS FIELD DEPARTURE PROCEDURE: Rwv 5, climb via heading

050° and FBR VOR/DME R-243 to FBR VOR/DME. Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME.

All aircraft: cross FBR VOR/DME at or above MEA for direction of flight.

EVERETT.WA

SNOHOMISH COUNTY (PAINE FIELD) TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of

353' per NM to 800.

DEPARTURE PROCEDURE: Rwvs 11, 16L/R, climbing right turn, thence...Rwvs 29.34L/R, climbing left turn.

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct

PAE VOR/DME, climb in PAE VOR/DME holding pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course.

NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from

departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building beginning 449' from departure end of runway, 162' right of centerline, up to 78' AGL/657' MSL. Rwy 16R,

multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL. Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687'

MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline. up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole beginning 3340' from departure end of runway, 180' right of centerline, up to 95' AGL/674' MSL. Tree 5762' from

departure end of runway, 221' left of centerline, 103'

FAIRCHILD AFB (KSKA) SPOKANE. WA ORIG, 08017

DEPARTURE PROCEDURES: Rwy 5 climb on track 048° to intercept SKA R-045 to 5300, then on

course Rwy 23 climb on track 241° to 3400 then TAKE-OFF OBSTACLES: Rwv 23 Terrain 2468

MSI 194' from DER 405' right of centerline Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL 509' from DER 750' right of centerline

FORT BENTON, MT **FORT BENTON**

TAKF-OFF MINIMUMS: Rwvs 5.23, std. w/min. climb of 274' per NM to 8900 or 5100-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 5, 23, for climb in

visual conditions: Cross Fort Benton Airport at or above 8900 MSL before proceeding on course.

FORT BRIDGER, WY FORT BRIDGER

turns, 215° inbound).

DEPARTURE PROCEDURE: All aircraft climb direct

FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course: FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right

FRIDAY HARBOR, WA

FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34,500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwv 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of

275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200

DEPARTURE PROCEDURE: Rwv 16. climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on

course. Rwy 21, climb via heading 206° to 5200, before proceeding on course. NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL, Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right

328' from DER, 267' left of centerline, 7' AGL/4352' MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL Vehicle on road 1609' from DER, 419' left of centerline. 15' AGL/4394 'MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 'MSL, Vehicle on road 1610'

from DER, 419' left of centerline, 15' AGL/4380' MSL

of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence

9351

AGL/682'MSL.



GOODING ID GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 7, climb heading

068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right NOTE: Rwv 7, rising terrain 59' from departure end of

runway 479' right of centerline up to 3754' MSI. Fence line 653' from departure end of runway, 332' right of

centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL, Rwy 25, vehicle on road, 91' from departure end of runway, 257' left of

centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE. ID

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles. DEPARTURE PROCEDURE: Rwv 25, Use MELLR DEPARTURE

GRANTS PASS, OR **GRANTS PASS**

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000. DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct

RBG VOR/DME, Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS. WA

.. Rwy 15, 300-1* Rwv 33, 300-1**

* Or standard with minimum climb of 430/NM to 500. ** Or standard with minimum climb of 380/NM to 600. Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. Rwy 33 climb runway heading

direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course. All others continue climb in GR holding pattern (Hold NW. RT. 147° inbound) to cross GR LOM at or above: 071° CW 134° bearing from GR LOM, 8500; 261° CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: Rwy7, obstruction light on lighted wind sock 237 from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226 from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. Rwy 21, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197'

right of centerline, 338' AGL/4003' MSL.

GREYBULL.WY SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwv 25. 300-1 or std. w/min.

climb of 260' per NM to 4200 DEPARTURE PROCEDURE: All runways for

departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb on course

NOTE: Rwv 25, bush 4955' from DER, 1268' right of centerline 2'AGI /4101'MSI

GUERNSEY.WY CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwv 14, 300-1 or std. with a

min_climb of 320' per NM to 4700_Rwv 32, 1400-2 or std, with a min, climb of 320' per NM to 5800. DEPARTURE PROCEDURE: Rwv 14, climb to 5600 via heading 150°, Rwv 32, climb to 5800 via heading 070°. All aircraft continue on course.

HAILEY.ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/ min. climb of 307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwv 31. NA-obstacles.

DEPARTURE PROCEDURE: Rwv 13, Climbing right turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100'AGL/6099'MSL

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.



HAVRE MT HAVRE CITY-COUNTY (HVR)

thence...

course.

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/min. climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading

032° to 3300 then climbing left turn to 8000 direct HVR

then climbing left turn to 8000 via HVR R-025 to HVR VOR/DME thence...Rwv 21. climb heading 212° to 3300 then climbing right turn to 8000 direct HVR VOR/DMF

thence...Rwy 26, climb heading 257° to 3300 then

climbing right turn to 8000 direct HVR VOR/DME

...continue climb in hold in HVR VOR/DME holding

NOTE: Rwv 3, pole 2682' from DER, 1044' left of

pattern (hold west, right turns, 094° inbound) to cross

HVR VOR/DME at or above 8000 before proceeding on

centerline, 21'AGL/2680'MSL, Rwv 8, obstruction light

on windsock 59' from DER 224' left of centerline 9'

2287' left of centerline, 57' AGL/2797' MSL, Rwy 26.

light on windsock, 50' from DER, 225' right of centerline,

9'AGL/2589' MSL. Trees beginning 1617' from DER.

650' right of centerline, 25' AGL/2659' MSL.

AGL/2588' MSL, Tree 1192' from DER, 752' left of centerline, 25' AGL/2610' MSL, Tank 1.3 NM from DER.

VOR/DME thence...Rwv 8. climb heading 077° to 3300

HERMISTON OR NOTE: Rwv 4, tower 379' left of departure end of

HERMISTON MUNI

runway 50' AGI /698' MSI Rwy 22, light pole 456' left of departure end of runway, 44' AGL/684' MSL.

HOQUIAM, WA

BOWERMAN

TAKE-OFF MINIMUMS: Rwv 6 600-2 or std with a min, climb of 260' per NM to 600.

DEPARTURE PROCEDURE: Rwv 6. climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

HULETT. WY

HULETT MUNI (W43)

ORIG 07354 (FAA)

IDAHO FALLS, ID

AMDT 4 09351 (FAA)

proceeding on course.

IDAHO FALLS RGNL (IDA)

TAKE-OFF MINIMUMS: Rwv 13, std, w/min, climb of 450' per NM to 6300, or 500-21/4 w/min, climb of 295' per NM to 7700, or 2200-3 for climb in visual

DEPARTURE PROCEDURE: Rwv 13. climb to 7700 via heading 132° before proceeding on course, or climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwv 31. climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700

before proceeding on course. NOTE: Rwv 13, road 398' from departure end of runway. 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945'

from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwv 31, terrain 104' from departure end of runway, 420' left of centerline, 4200' MSL, terrain 344' from departure end of runway, 233' left of centerline, 4207' MSL.

DEPARTURE PROCEDURE: All aircraft departing

IDA R-160 CW R-040 climb on course. All others

climb direct IDA VOR/DME. Continue climb in IDA

holding pattern (South, left turns, 019° inbound) to

cross IDA VOR/DME at or above 7500 before

NOTE: Rwy 2, pole 1039' from DER, 758' left of

centerline, 42' AGL/4762' MSL. Rwy 17, trees,

flagpole, building, light and vent on buildings, and

on building beginning 569' from DER, 22' left of

vehicle on road beginning 29' from DER, 10' right of

centerline, up to 84' AGL/4820' MSL. Trees and vent

centerline, up to 35' AGL/4760' MSL. Trees, antenna,

and light poles beginning 1853' from DER, 26' right of

centerline, up to 121' AGL/4851' MSL. Rwy 35, trees

centerline, up to 49' AGL/4769' MSL, Tree 1034' from

and railroad beginning 410' from DER, 503' right of

DER, 715' left of centerline, 42' AGL/4762' MSL.

HELENA. MT HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: Rwy 5, 2500-3 or std. w/min.

visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min. climb of 560' per NM to 8100, or 1600-3 for climb in visual conditions, Rwv 27,1600-3 or std. w/min. climb of 390' per NM to 8100,

climb of 250' per NM to 8100, or 1600-3 for climb in

or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for

climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via HLN R-336 to WOKEN INT before proceeding on NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right

of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of

centerline, 76'AGL/3996'MSL, tree 1011'from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL, rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, buildilng 1593' from departure

end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway,

346' left of centerline, up to 3871' MSL. Tree 1567' from

departure end of runway, 616' left of centerline, 47' AGL/

JACKSON, WY

JACKSON HOLE DEPARTURE PROCEDURE: Rwy 1, use GEYSER

DEPARTURE. Rwy 19, use TETON DEPARTURE.

9351

3906' MSL.

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽





JEROME COUNTY (JER)

JEROME.ID

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 500-134 or std. w/min.

climb of 435' per NM to 4700

DEPARTURE PROCEDURE: Rwv 9. climb heading 086° to 5300 before proceeding on course, Rwy 27. climb heading 266° to 4800 before proceeding on

course NOTE: Rwv 9, bush 140' from DER, 500' left of

centerline, 16' AGL/4076' MSL, Poles starting 1432'

from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49' AGL/4119' MSL. Obstruction light on building 1510'

from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline.

up to 53' AGL/4137' MSL. Building 2186' from DER. 173' left of centerline, 29' AGL/4119' MSL, Rising

terrain starting 2549' from DER, 560' left of centerline. up to 4219' MSL, AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL, Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNI /OGII VIE FIFI D (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, NA. Terrain.

DEPARTURE PROCEDURE: Rwv 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC. climb in IMB VORTAC holding pattern (E. right turns.

280° inbound) to cross IMB VORTAC at or above MEA for route of flight. NOTE: Rwv 27, fence beginning 195' from departure end

of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662'

MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT GLACIER PARK INTI

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO. WA

SOUTHWEST WASHINGTON RGNL TAKE-OFF MINIMUMS: Rwv 12, NA, Rwv 30, 1200-2 or

std. with a min. climb of 320' per NM to 1300. DEPARTURE PROCEDURE: Departure procedure

limited to CAT A.B aircraft, Rwv 30, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct BTG VORTAC or MEA for route of flight.

KEMMERER WY KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.10.22.28. NA-Rwv

DEPARTURE PROCEDURE: Rwv 16, climb to 12000 via

heading 166° and EBR VOR/DME R-330 to EBR VOR/ DME before proceeding on course Rwv34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DMF R-345 to FBR VOR/ DMF before proceeding on course KLAMATH FALLS, OR

KI AMATH FALLS

TAKE-OFF MINIMUMS: Rwv 7 NA Rwv 14 1100-3 or

std, with a min, climb of 275' per NM to 5500. Rwy 25. 3300-3 or std. with a min_climb of 250' per NM to 7400. Rwv 32, 2000-3 or std, with a min, climb of 320' per NM to 6300 DEPARTURE PROCEDURE: Rwys 14.25 climbyia runway heading to 6000 then climbing right turn direct LMTVORTAC thence Rwv32 climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W.

right turns 070° inbound) to cross LMT VORTAC at or

LA GRANDE, OR

above 8000.

LA GRANDE/UNION COUNTY TAKE-OFF MINIMUMS: Rwv 12. Cat A/B 2900-3 or std.

with a min, climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min_climb of 500' per NM to 7800. Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std.

with a min, climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence: Rwvs 30.34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn

LAKEVIEW. OR

direct LGD NDB.

LAKE COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 3700-5 or std. with a min, climb of 320' per NM to 8800, Rwv 34, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: Rwy 16, climbing right turn

via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE. WY

LARAMIE RGNL

DEPARTURE PROCEDURE: Rwv 3. turn left. 12.21, turn right. All aircraft climb direct LAR VORTAC. continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above; westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.



LAUREL, MT LAURFI MUNI

TAKE-OFF MINIMUMS: Rwvs 9.14.27.32. NA. DEPARTURE PROCEDURE: Rwy 22 turn left All aircraft climb direct BIL VORTAC

I FWISTON ID I FWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: Rwys 8.11.26.29 turn left

direct MOG VOR/DMF Continue climb in holding pattern (W. left turns, 066° inbound) to cross MQG VOR/DMF at or above 3600

I FWISTOWN MT I FWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwv 7.12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2.30 turn left Rwys 7.12.20, turn right, Rwy 25, climb runway heading Allaircraft climb direct I WT VORTAC Continue climb in holding pattern (W. right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions Rwv8, std with min_climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 8.26, for climb in visual conditions: cross Lexington Airport at or above NOTES: Rwv 8, trees 1.42 NM from departure end of

runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwy 15, use EYESE RNAV DEPARTURE.

LIVINGSTON. MT

MISSION FIELD (LVM) AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enjvironmental

DEPARTURE PROCEDURE: Rwvs 4.22. use LIVINGSTON DEPARTURE.

MADRAS, OR MADRAS MUNI (\$33)

ORIG-A 09043 (FAA) TAKE-OFF MINIMUMS: Rwv 16, std w/a min_climb of

298' per NM to 3900 or 1100-21/2 for climb in visual conditions Rwy 22 std w/amin climb of 281 ner NM to 3900 or 1100-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 4, 34, climbing left

turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course Rwy 16, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or .Rwv 22, climb heading 216° and DSD R-348 to DSD

VORTAC to 7000 before proceeding on course or for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course

MC CALL. ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA) TAKE-OFF MINIMUMS: Rwv 34, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 16 use MCCALL DEPARTURE.

MC CHORD AFB (KTCM)

TACOMA, WA

DEPARTURE PROCEDURE: Rwv 16. Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000, After ALDER, maintain MEA/MOCA for route of flight, Rwv 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER), Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight. TAKEOFF OBSTACLES: Rwv 16. Grove of trees 143'

AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER. 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER. 959' left of centerline, Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline, Rwv 34. Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of

centerline. Aircraft 65' AGL/317' MSL, 186' from DER. 407' left of centerline, Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline, Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.



MC MINNVILLE. OR

MC MINNVILLE MUNI (MMV) AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 400-11/4 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb

gradient, take-off must occur no later than 2000' prior to departure end of runway Rwy 17, std w/min_climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 4, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17.22, climbing left turn to intercept UBG R-183 to UBG VOR/DMF thence or for climb in visual conditions: cross Mc Minnville Muni at or above 1800

before proceeding on course, Rwv 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME. thence ... continue climb in UBG VOR/DME holding pattern (S.

left turns, 003° inbound) until reaching MEA for route of NOTE: Rwv 4, multiple trees beginning 2040' from

departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL, Rwv 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL, Tree 1760' from departure end of runway, 627' left of centerline. 100' AGL/257' MSL. Rwv 22. multiple trees beginning 282'

from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwv 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-Obstacles. Rwv 14, std. w/min, climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. Rwy 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 14. climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Roque Valley Intlairport at or above 4100 before proceeding direct OED VORTAC... Rwy 32, climbing right turn direct OED VORTAC, or for

climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC... ...all aircraft climb in OED VORTAC holding pattern

(hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles DEPARTURE PROCEDURE: Rwvs 11. 29. use GRZLY

DEPARTURE.

MOSES LAKE, WA GRANT COUNTY INTI NOTE: Rwv 14R, antenna 3902' from departure end of

runway, 828' right of centerline, 98' AGL/1268' MSL. Rwv 18, pole 405' from departure end of runway 334' right of centerline, 30' AGL/1209' MSL, Windsock 496' from departure end of runway 371' left of centerline 16' AGL/1195' MSL. Rwv 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSI

MOUNTAIN HOME AFB (KMUO) MOUNTAIN HOME. ID 07270

Rwv12.30 6700-3* * Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSI 1224' from DER 744' right of centerline Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline, Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline, Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL /3018' MSL 148' from DER 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER. 580' left of centerline. Road/Vehicle 15' AGL/ 3044' MSL. 1147' from DER, 794' right of centerline. Powerpole 35' AGL/3069' MSL, 2914' from DER. 940' right of centerline. Tower 30' AGL/3032' MSL. 1067' from DER, 902' right of centerline, Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from

0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline, Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline, Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

DER, 1478' left of centerline, Rwv 30. Terrain

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min, climb of 305' per NM to 7300, Rwy 28, 3500-2 or std, with a min, climb of 290' per NM to 7300. DEPARTURE PROCEDURE: Rwv 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E. left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA. ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPANDB at or above 5500 before proceeding on NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of

runway, 90' right of centerline.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures

NEWCASTI F. WY MONDELL FIELD (ECS) AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.17.23.35, NA. Rwv 13.

200-1 or std. with a min. climb of 275' per NM to 4400.

Rwv 31, 300-1 or std with a min_climb of 300' per NM to 4600 DEPARTURE PROCEDURE: Rwv 31, climbing left turn

All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: Rwv 13, fence posts, beginning 299' from DER 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84'

AGL/4244' MSL. Rwv 31, multiple poles, beginning 74'

from DER, 237' right of centerline, up to 20' AGL/4200' MSI_Bush 5787'from DER_1441' right of centerline_13' MSL/4363' MSL, Railroad 735' from DER, 314' right of

centerline 30'AGL/4202' MSL, Road 207' from DER.

254'right of centerline, 15' AGL/4187'MSL.

NEWPORT.OR NEWPORT MUNI TAKE-OFF MINIMUMS: Rwv 2 NA Rwv 16 500-2 or std, with a min, climb of 310' per NM to 800

DEPARTURE PROCEDURE: Rwv 2. NA. Rwv 16. turn right, Rwy 34, turn left, Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or

above 2200 NORTHBEND, OR SOUTHWEST OREGON RGNL (OTH)

AMDT 4B 09071 (FAA) TAKE-OFF MINIMUMS: Rwv 4, 800-2 or std. with a min. climb of 340' per NM to 900. Rwy 13,800-2. Rwys 16,34, NA-Rwy closed. Rwy 31, 300-2 or std. with a min, climb of 240' per NM to 400.

13, 22, turn right. All aircraft climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH NOTE: Rwy 13, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL.

DEPARTURE PROCEDURE: Rwys 4,31, turn left. Rwys

OAKHARBOR, WA A J EISENBERG (OKH) ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1

DEPARTURE PROCEDURE: Rwy 7. climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple PASCO, WA trees beginning 664' from DER, 208' right of centerline,

via heading 251° to 2100, then climbing left turn direct

and left of centerline, 10' AGL/229' MSL. Multiple

DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

CVV VOR/DME. Continue climb on course.

up to 80' AGL/299' MSL. Fence 612' from DER, right bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from

visual conditions.

DEPARTURE PROCEDURE: Rwv 8, climb heading

085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200

min, climb of 706' per NM to 600, or 2200-3 for climb in

turn direct OLM VORTAC, thence...

AMDT 5A 09127 (FAA)

then climbing right turn direct OLM VORTAC, thence.

or climb in visual conditions to cross QLM VORTAC at

or above 2300, thence... Rwy s 26.35, climbing right

... continue climb in OLM VORTAC holding pattern

VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, multiple trees beginning 880' from DER.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL, Rwv 17, multiple trees beginning 1008' from DER, 24' left of centerline.

up to 100' AGL/490' MSL. Multiple trees beginning 752'

from DER, 3' right of centerline, up to 100' AGL/370'

beginning 475' from DER, 595' left of centerline, up to

100' AGL/330' MSL. Multiple trees beginning 338' from

DER, 339' right of centerline, up to 100' AGL/309' MSL.

Rwv 35, multiple trees beginning 2176' from DER, 198'

DER, 621' right of centerline, up to 100' AGL/315' MSL.

left of centerline, up to 100' AGL/313' MSL. Multiple

trees and field light on hangar beginning 657' from

TAKE-OFF MINIMUMS: Rwv 17, 2200-2 or std. with a

DEPARTURE PROCEDURE: Rwv 17, use GETNG

MSL. Rwy 32, multiple trees, poles, and buildings

centerline up to 100' AGL/2458' MSL. Multiple trees,

beginning 340' from departure end of runway, 405' left of

min. climb of 300' per NM to 4200, Rwv 35, NA.

RNAV DEPARTURE. Rwy 35, NA.

MSL. Rwy 26, multiple trees and WSK on building

(south, right turn, 356° inbound) to cross OLM

214' left of centerline, up to 100' AGL/343' MSL.

TAKE-OFF MINIMUMS: Rwv 17, 300-2 or std. with a

OLYMPIA. WA OLYMPIA RGNI (OLM)

ONTARIO.OR ONTARIO MUNI (ONO) AMDT 3 08325 (FAA) DEPARTURE PROCEDURE: Rwy 32, climb to 9600 on a heading between 010° CW to 141° from departure end

OMAK. WA

OMAK

of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings

beginning 90' from departure end of runway, 157' right of

centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314'

poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

9351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



FASTERN OREGON RGNI, AT PENDI ETON

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing

Rwys 11, 16, climbing right turn direct PDT VORTAC

left turn direct PDT VORTAC, thence

Rwy 25 climb direct PDT VORTAC, thence

at or above MEA before proceeding on course NOTE: Rwv 16, multiple trees beginning 232' from DER.

... continue climb in PDT VORTAC holding pattern (West left turn 073° inbound) to cross PDT VORTAC

348' right of centerline, up to 100' AGL/1579' MSL.

MSL. Rwy 29, terrain 189' from DER 247' left of

PINEDALE/RALPH WENZ FIELD (PNA)

Rwy 25, multiple antennas and terrain beginning 203'

from DER 259' left of centerline up to 13' AGL /1512'

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb

of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwv 11, climbing right

turn to 10000 via heading 190° and BPIR-040 to BPI

VOR/DME before proceeding on course, Rwy 29.

climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course

Wenz Field at or above 11800 before proceeding on

or for climb in visual conditions; cross Pinedale/Ralph

departure end of runway, 71' left of centerline, up to 12'

AGL/2251' MSL. Multiple bushes beginning 362' from

departure end of runway, 514' right of centerline, up to

12' AGL/2251' MSL, Rwv 30, multiple bushes and road

beginning 68' from departure end of runway, 75' right of

DEPARTURE PROCEDURE: use KNURL ONE

PORT ANGELES, WA

PORT ANGELES CGAS DEPARTURE PROCEDURE: Conter departure, climb

from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE_right turns_237° inbound)

to MEA for direction of flight.

WILLIAM R FAIRCHILD INTI DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use

PORTI AND OR

PORTLAND INTL (PDX) AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, 500-3 or std. w/min. climb of 400' per NM to 600, Rwy 10L/R, std. w/min.

WATTR FIVE DEPARTURE

climb of 270' per NM to 2900, Rwy 21, std. w/min, of 310' per NM to 1800.

DEPARTURE PROCEDURE: Rwv3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwvs 10L.10R, climb heading 099°

to 500, then climbing left turn direct BTG VORTAC. thence ... Rwy 21, climb heading 205,03 to 500, then climbing right turn direct BTG VORTAC, thence Rwys 28L, 28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence continue climb in BTG VORTAC holding pattern

(hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on

NOTE: Rwv 3. signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and

vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. Rwv 10L, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. Rwy 10R, pole 1996' from departure

end of runway, 758' right of centerline, 54' AGL/74' MSL.

note: Rwv 21, trees beginning 1319' from departure end

end of runway, 36' left of centerline, up to 100' AGL/317'

of runway, 155' right of centerline, up to 100' AGL/318'

MSL. Poles and trees beginning 353' from departure

Rwy 28R, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right

MSL. Rwv 28L, trees 1873' from departure end of

runway, 836' left of centerline, 50' AGL/88' MSL.

of centerline, up to 27' AGL/69' MSL.

PLENTYWOOD, MT SHER-WOOD NOTE: Rwy 12, multiple bushes beginning 47' from

course.

PENDLETON, OR

AMDT 3 09183 (FAA)

centerline 1493 MSI

AMDT 2 09295 (FAA)

PINEDALE. WY

centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO RGNL (PIH) AMDT 7 09351 (FAA)

POCATELLO, ID

DEPARTURE.

POLSON, MT

POLSON TAKE-OFF MINIMUMS: Rwy 18, N/A-extremely

precipitous terrain. Rwy 36, standard with a min. climb

of 270' per NM to 8400'. DEPARTURE PROCEDURE: Rwy 36, Use ANGIL RNAV DEPARTURE.

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end

9351

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

ridges.

of runway, 3383' left of centerline, 100' AGL/3179 MSL, Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River



PORTLAND, OR (CON'T) PORTLAND-HILLSBORO

TAKF-OFF MINIMUMS: Rwv 30. 200-11/4 or std. with a

min, climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway DEPARTURE PROCEDURE: Rwv 12, climbing right

turn direct UBG VOR/DME...Rwvs 2, 20, 30, climbing left turn direct UBG VOR/DMF

...all aircraft climb in UBG VOR/DME holding pattern (west, right turn, 108° inbound) to cross UBG VOR/

DME at or above MEA/MCA for direction of flight before proceeding on course. NOTE: Rwv 2, multiple roads beginning 246' from

departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL, Rwy 12, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL, Rwv 30, multiple trees beginning 1664' from departure end of runway. 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline. 26' AGL/215' MSL.

PORTI AND-TROLITDALE

TAKE-OFF MINIMUMS: Rwy7, 3600-2 or std. with a min, climb of 380' per NM to 4100, Rwy 25, 900-2 or std. with a min, climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy7, turn left. Rwy 25, turn right, All aircraft climb via BTG R-125

direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: Rwy 3,16,21,34, NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwv 31, turn left, All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR PRINEVILLE (S39)

AMDT 1 08213 (FÁA)

TAKE-OFF MINIMUMS: Rwv 10, std, w/min, climb of

350 feet per NM to 6500, or 2400-3 for climb in visual conditions Rwv 15, std w/min_climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28. std w/min_climb of 450' per NM to 6700_or 2400-3 for climb in visual conditions Rwv 33, std. w/min.climb.of. 380' per NM to 6700, or 2400-3 for climb in visual DEPARTURE PROCEDURE: Rwv 10, climb heading

102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course, Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 28. climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. NOTE: Rwv 10, trees beginning 2693' from departure end

of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwv 15. trees beginning 1129' from departure end of runway 697' right of centerline up to 100' AGL /3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwv 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOWRGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwv 23, 300-1 or std, with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwv 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions: cross Pullman-Moscow Ronl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwv 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.



PUYALLUP, WA PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 34, 300-1

DEPARTURE PROCEDURE: Rwv 16, climbing right

turn, Rwv 34, climb runway heading, All aircraft climb via

SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in

COTNY holding pattern (Hold S. left turns, 338°

inhound) to depart COTNY at or above: 001° CW 090°

3500.090° 3500.091°CW 120° 10.400.121° CW 170°

2700.171°CW360°1500.

NOTE: Rwv 16. light pole 511' from DER, 567' right of

centerline, 40' AGL/552' MSL. Multiple poles on building

beginning 187' from DER, 416' left of centerline, up to

575' MSL. Multiple trees beginning 363' from DER, 656'

left of centerline to 540' right of centerline, up to 662'

MSL, Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain

beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL, Rwv 34, multiple

trees beginning 58' from DER 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155'

from DER, 464' left of centerline, 578' MSL, Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS. WY RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwv 4, 600-2 or std, with a min.

climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwvs 10.28, NA.

DEPARTURE PROCEDURE: Rwy 4, turn right. Rwy 22, turn left, Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route.

Aircraft departing eastbound V4 or V6 climb via RWLR-200 to assigned route then climb on course. REDMOND. OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, std. w/min. climb of

269' per NM to 4700. Rwy 28, std. w/min. climb of 276' per NM to 4800. DEPARTURE PROCEDURE: Rwv 4. climbing left turn via heading 265° and DSD R-047 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North,

right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: Rwy 28, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb

of 405' per NM to 800, or 1100-21/2 for climb in visual

conditions Rwv 34 500-2% or std with a min_climb of

315' per NM to 700.

DEPARTURE PROCEDURE: Rwv 16, climb heading

157° to 700, then climbing right turn direct SEA VORTAC, thence.... or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000

MSL, then proceed on SEA R-029 to SEA VORTAC. thence... Rwv 34, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...Climb in SEA VORTAC holding pattern (East, left

turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight. NOTES: Rwv 16, trees, towers, lights and blast shield

beginning 185' from DER 4' left of centerline up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwv 34. Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSI Trees terrain and wood piling beginning 75' from

DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG.ID REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: Rwv 17, climbing right turn, Rwv 35, climbing left turn. All aircraft climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of

flight before proceeding on course. NOTE: Rwv 17, 100'AGL trees 125' from departure end of runway, 350' left of centerline, Rwy 35, 100' AGL trees 350' from departure end of runway, 450' right of centerline, 100' AGL trees 750' from departure end of runway, 500' left of centerline.



RICHI AND WA RICHI AND

TAKE-OFF MINIMUMS: Rwv 1, 200-1 or std. w/min. climb of 310' per NM to 700. Rwy 19. std. w/min. climb of 480' per NM to 2300, or 1800-21/2 for climb in visual

conditions, Rwv 26, 500-21/2 or std, w/min, climb of 309 per NM to 1000 DEPARTURE PROCEDURE: Rwv 1, climbing right turn via heading 070° and PSC R-301 to PSC VOR/

DME, thence...Rwv 8, climbing right turn direct PSC VOR/DME, thence... Rwv 19, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/ DME thence...Rwy 26, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence... ...climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or

above MEA for route of flight before proceeding on NOTE: Rwv 1, crane and multiple poles 752' from departure end of runway, 477 right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. Rwy 8, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad

beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL, Rwv 19, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees. terrain, and buildings 22' from departure end of runway. 30' left of centerline, up to 100' AGL/479' MSL. Rwy 26, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway. 255' right of centerline, up to 18' AGL/417' MSL.

RIVERTON. WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS. WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC, Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260°inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMI IMS: Rwv 16 std w/min climb of

260' per NM to 9900 or 6100-3 for climb in visual conditions Rwv34, std w/min_climb of 250' per NM to 9900 or 6100-3 in visual conditions DEPARTURE PROCEDURE: Rwv 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course Rwv 34, climb

to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. NOTE: Rwv 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwv 34, building 158' from DER 370' left of centerline 40' AGL /3130' MSL Tree 1358' from DER 556' left of centerline 50' AGL/



ROSEBURG.OR ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb of

642' per NM to 2000, or 1700-3 for climb in visual conditions, Rwv 34, std. with a min, climb of 760' per

NM to 2000, or 1700-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 16, climb direct

RBG VOR/DMF or climb in visual conditions to cross

Roseburg Airport southbound at or above 2200, then

direct RBG VOR/DME. Then via RBG R-157 and right

turn direct RBG VOR/DMF to cross at or above the

cross Roseburg Airport northbound at or above 2200

and then via heading 342° to 4000. Then climbing left

have not reached the MCA or MEA for route of flight

NOTE: Rwv16, tower 1.56 NM from departure end of

runway, 2231' right of centerline, 50' AGL/1201' MSL.

of centerline, 21' AGL/980' MSL, tree 1.46 NM from

centerline, 45' AGL/964' MSL, pole 1.36 NM from

departure end of runway, 921' right of centerline, 75'

AGL/914' MSL, rod on airway beacon 1,29 NM from

departure end of runway, 409' right of centerline, 52'

obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557'

MSL. Rwv 34, tree 1.10 NM from departure end of

pole 4850' from departure end of runway, 56' left of

from departure end of runway, 508' left of runway

centerline, 21' AGL/780' MSL. Tree 5067' from

departure end of runway, 265' right of centerline, 43'

AGL/802' MSL. Tree 4260' from departure end of

centerline, 100' AGL/642' MSL. Tree 913' from

runway, 2003' left of runway centerline, 60' AGL/1179

MSL, Tree 5165' from departure end of runway, 1744' left

centerline, 15' AGL/894' MSL. Tree 4785' from depature

end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826'

left of runway centerline, 17' AGL/896' MSL. Tree 4079'

runway, 345' right of centerline, 42' AGL/761' MSL. Tree

1465' from departure end of runway 329' right of runway

departure end of runway, 217' right of runway centerline,

MSL. Hill 1065' from departure end of runway, 299' right

100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615'

of runway centerline 608' MSL. Trees beginning 60'

centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway

centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway

centerline, 15' AGL/560' MSL. Multiple signs beginning

792' from departure end of runway, 550' left of runway

centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway

from departure end of runway, 117' left of runway

of centerline, 64' AGL/1023' MSL. Obstruction light on

AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL.

departure end of runway, 1298' right of runway

tree 1.47 NM from departure end of runway, 1560' right

turn direct RBG VOR/DMF to cross RBG VOR/DMF

at or above MCA or MEA for route of flight. Aircraft that

continue climb via RBG R-157 and right turn direct RBG

MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to

min, climb of 240' per NM to 800, Rwv 16, 600-2 or std.

with a min. climb of 340' per NM to 800.

SALEM, OR

MCNARY FIFLD TAKE-OFF MINIMUMS: Rwv 13, 600-2 or std. with a

DEPARTURE PROCEDURE: Comply with SIDs or:

Rwvs 31.34, turn right, Rwv 16, turn left, Rwv 13, climb heading 130°. All aircraft climb direct TURNO LOM/

Int. Continue climb in holding (SE, left turns, 310° inhound) to cross TURNO LOM/INT at or above MEA

LEMHL COUNTY

for route of flight.

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or

std, with a min, climb of 390' per NM to 8000. DEPARTURE PROCEDURE: Rwv 17. NA. Rwv 35. climb runway heading to 8000, then climbing left turn to 11.300 direct LKT VOR/DME before proceeding on

course.

SALMON, ID

SANDPOINT.ID SANDPOINT

TAKE-OFF MINIMUMS: Rwv 1, 4200-2 or std. with a

min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std, with a min, climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwv 19. climbing left turn to COE VOR/DME via

to 9000 via 310° bearing from SAA NDB then continue

SARATOGA, WY SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400. DEPARTURE PROCEDURE: Rwv 5. turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb

heading 140° and COE R-002.

climb on course. SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn

direct BTG VORTAC. Rwy 33, climbing right turn

direct BTG VORTAC. Aircraft departing BTG R-160

CW R-329 climbing left turn on course. All others climb

in BTG VORTAC holding pattern (NW, right turns, 149°

inbound) to cross BTG VORTAC at or above MEA/

MCA for direction of flight. NOTE: Rwy 15, 158' MSL tree 470' from departure end of

runway, 499' right of centerline, Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

of centerline; 142' MSL trees 1343' from departure end

of runway, 348' right of centerline.

VOR/DME

9351

centerline, 29' AGL/557' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



SEATTLE, WA BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwv 131 . 500-3 w/min_climb of

232' per NM to 800, or 1000-21/2 for climb in visual conditions Rwv13R.std w/amin climb of 476' per NM to 900, or 500-3 w/a min, climb of 386' per NM to 900 or 1000-21/2 for climb in visual conditions Rwv 311. std w/amin_climb of 386' per NM to 800_or 300-11/2 w/

min, climb of 235' per NM to 800, or 1000-2 1/2 for climb in visual conditions Rwv 31R, std w/a min_climb of 334' per NM to 900, or 400-13/4 w/ min. climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwys 131 /R. climbing right turn. Rwvs 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA

VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. NOTES: Rwv 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway. 411' left of centerline, up to 127' AGL/479' MSL Rwv13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwv 31L, multiple trees, fence, and building beginning 250' from departure end of runway. 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL, Rwv31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway,

SEATTLE-TACOMA INTL (SEA)

AGL/101'MSL.

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys 16L, 16C, 16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

389' right of centerline, up to 103' AGL/350' MSL.

departure end of runway, 99' left of centerline, up to 71'

Multiple obstruction lights beginning 214' from

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from

departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy 34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway,

857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT SHELBY

TAKE-OFF MINIMUMS: Rwv 5, 200-11/4 or std. w/min.climb

of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 1300' prior to departure end of NOTE: Rwv 5, fence post 320' from departure end of runway

162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwv 11, truck on road 906' from departure end of runway 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway 26' right of centerline 75' AGL/ 3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway 174' left of centerline 22' AGL/ 3451'MSL

SHELTON, WA SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwv 5, std. w/a min, climb of 312'

per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23 std w/amin climb of 414' per NM to 4000 or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 5. climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL, Rwy 23. multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



SHERIDAN WY SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwv 5, 700-3 or std. w/min.

climb of 318' per NM to 5100, or. . . Rwv 14, 800-3 or std. w/min_climb of 263' per NM to 5100_or Rwv 23, 900-3 or std. w/min, climb of 348' per NM to 5100, or.

1400/3 for climb in visual conditions. Climb in visual conditions NA at night

DEPARTURE PROCEDURE: Rwv 5. climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence...Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or

climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwv 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to

SHR VORTAC, thence... Rwv 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence... ...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from

departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSI

SIDNEY, MT

SIDNEY-RICHLAND MUNI

TAKE-OFF MINIMUMS: Rwv 28, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 15R, 331 NA-obstacles

Rwy 15L, std, w/min, climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions, Rwv 33R, std, w/ min_climb of 475' per NM to 800_or 1200-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 151 . climbing right

turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON I OM thence aircraft departing WATON LOM on bearings 150°

CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course NOTE: Rwv 15L, tree 81' from DER, 177' right of

centerline, 40' AGL/106'MSL, Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline. 40' AGL/56' MSL, Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



SPOKANE, WA FELTS FIELD

TAKE-OFF MINIMUMS: Rwys 3L,3R, std. w/min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions, Rwy 21L, std, w/min, climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. Rwy

21R. std. w/min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 3L, 3R, climb to

3600, then climbing right turn heading 210° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: VORTAC at or above the MCA or MEA for route of

cross Felts Field Airport southbound at or above 3400. then via GEG R-050 to GEG VORTAC, Cross GEG flight, before proceeding on course, Rwvs 21L, 21R. climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEGR-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course.

NOTE: Rwy 3L, multiple trees beginning 5000' from

departure end of runway, 530' left of centerline, up to 104' AGL/2513'MSL. Tree 1854' from departure end of runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. Rwy 3R, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of

centerline, up to 128' AGL/3560' MSL. Rwy 21L, pole 316' from departure end of runway, 302' left of centerline, 33' AGL/1992' MSL, tree 926' from departure end of runway, 362' left of centerline, 50' AGL/2006' MSL. building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/

1975' MSL. Elevator 4080' from departure end of runway. 598' left of centerline, 134' AGL/2080' MSL. Rwy 21R, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/ 1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway,

404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29'

AGL/1975' MSL, pole 1427' from departure end of

runway, 13' right of centerline, 33' AGL/1982' MSL.

SPOKANE INTL

DEPARTURE PROCEDURE: All aircraft climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200. southeast thru westbound climb on course.

STEVENSVILLE, MT STEVENSVILLE

TAKE-OFF MINIMUMS: Rwv 12, do not exceed 210 knots.

until established on MSO R-163. Rwv 30, do not exceed 210 knots until established on MSO R-160 DEPARTURE PROCEDURE: Rwv 12, climbing right turn via heading 335 and MSO R-163 to MSO DMF climb in MSQ VQR/DMF holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn. 340° inhound) to 13000' before proceeding on course.

SUNRIVER

SUNRIVER, OR

TAKE-OFF MINIMUMS: Rwv 18 300-1 or std with a min climb of 360' per NM to 4400. Rwv 36, 600-2 or std. with a min, climb of 240' per NM to 4900. DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 7000 then climbing left turn direct DSD VORTAC Rwv 36, climb direct to DSD VORTAC Then

TACOMA, WA

TACOMA NARROWS

all aircraft climb on course.

TAKE-OFF MINIMUMS: Rwv 35, 400-1 or std, with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwv 17, turn right, climb via heading 230° to intercept QLM R-009 then direct OLM VORTAC, Rwv 35, turn left, climb via heading 270° to intercent SEA R-230 then direct CARRO INT Continue climb in holding (SW, right turns, 047° inbound)

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

to MEA or assigned altitude for route of flight.

TAKE-OFF MINIMUMS: Rwv 2. CAT A.B 1100-2 or std. with a min, climb of 350' per NM to 1500, CAT C.D 2600-3 or std. with a min. climb of 475' per NM to 3100. Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200, Rwv 12, 1400-3 or std. with a min, climb of 500' per NM to 2000. Rwy 20, 1800-3 or std. with a min. climb of 470' per NM to 2200. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwvs 2.7. climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwvs 20. 30, climbing left turn heading 120°. aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31. use FETUJ RNAV DEPARTURE.

9351





TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY RGNI

TAKE-OFF MINIMUMS: Rwv 12 NA

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course All others

climb runway heading 6000 then climbing turn direct TWF VORTAC Climb in holding pattern (NW_right turns 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER. WA PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. std. w/min. climb of 358'

per NM to 600, or 500-3 w/min, climb of 201 per NM to 600, or 900-2½ for climb in visual conditions. Rwy 26. 600-3 or 900-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 8. climb heading

079° to 500 then climbing left turn direct BTG VORTAC thence... or for climb in visual conditions: cross

Pearson Field at or above 800 MSI, then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... Rwv 26. climb heading 259° to 700 then climbing right turn

direct BTG VORTAC, thence, ... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight. NOTE: Rwv 8, tree 1.4 NM from departure end of runway. 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline. 100' AGL/401' MSL. Tree 2 NM from departure end of

... continue climb in BTG VORTAC holding pattern (hold

runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL, Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL.

Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA. WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7, 20,25,34, turn left, Rwy 16, turn right, All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight. NOTE: Rwv 16, antenna 365' from departure end of

runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER.ID WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std. w/min. climb of

310' per NM to 3900 or 2400-3 for climb in visual conditions, Rwv 30, std. w/min, climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 12, climb heading 121° to 3900 before proceeding on course. Rwv 30. climb heading 301° to 4000 before proceeding on course for climb in visual conditions: cross Weiser Muni airport

at or above 4400 before proceeding on course. NOTE: Rwv 12, tree 248' from departure end of runway. 443' right of centerline, 100' AGL/2184' MSL, Rwy 30. tree 1907' from departure end of runway 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA PANGBORNMEMORIAL

TAKE-OFF MINIMUMS: Rwv7. NA. Rwv12. 1500-2 or

std. with a min. climb of 510' per NM to 2900.

25.30 CATA B 1600-2 or std with a min_climb of 360 per NM to 3100. CAT C.D 5500-3 or std. with a min. climb of 570' per NM to 7200. DEPARTURE PROCEDURE: Rwv 12. climb runwav heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-

140 climb on course. All others continue climb in EAT

VOR/DME holding pattern (E.right turns, 253° inbound)

to cross EAT VOR/DME at or above: R-141 CW R-200

WEST YELLOWSTONE, MT

7400: R-201 CW R-009, 8200.

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwv 19, 2200-2 or std. with a min, climb of 245' per NM to 8900, FAR 135 AUTH:

Rwv 1. 1/2 mile. DEPARTURE PROCEDURE: Rwv 1. turn right. aircraft climb direct TARGY LOM, Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above:

bearing 360° CW 190° 9300, bearing 220° CW 360°

WHEATLAND. WY

10500

PHIFFR AIRFIFI D

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course. NOTE: Rwy 8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/vehicles

beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.

9351



(NUW)

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

Diverse departures not authorized

WHIDBEY ISLAND NAS (AULT FIELD)

MILITARY DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 430'/NM until 600. Climbing left turn

to 2000, intercept NUW R-067, expect radar vectors to

ioin assigned route. Rwv 14: Climbing left turn to 2000. intercept NUW R-128, expect radar vectors to join assigned route Rwy 25: Climb to 2000 via heading

249°, expect radar vectors to join assigned route, Rwv 32: Climb to 2000 via heading 317°, expect radar vectors

to join assigned route. ALL RWYS: If vectors are not intercent the NUW 11 DMF ARC to join assigned

received by 10 DME of NUW TACAN, climb to 3000. route. CIVIL DEPARTURE PROCEDURE: Rwv 7: Minimum climb of 270'/NM until 700. Climbing left turn

to 2000 via heading 067°, expect radar vectors to join assigned route. Rwv 14: Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned

route. Rwv 32: Climb to 2000 via heading 317°. expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route, TAKEOFF OBSTACLES: Rwv

7: Terrain 7813' from DER 2469' left of centerline 276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL, Trees, 5239' from DER, 6257' left of centerline, 495' MSL, Trees, 8561' from DER, 3685' left of centerline, 426' MSL, Trees, 12,561' from DER.

4814' right of centerline, 462' MSL, Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15.361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. Rwv 16, 300-2 or std. with a min, climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others

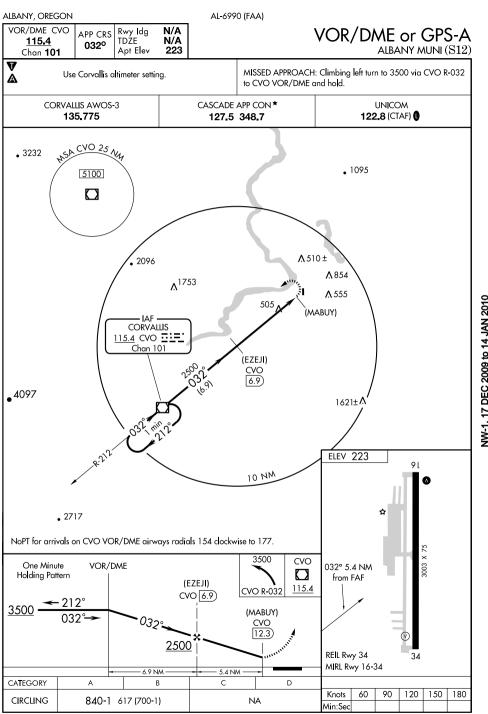
continue climb in RLY VOR/DME holding pattern (N. right turns, 159° inbound) to cross RLY VOR/DME at orabove 7000.

YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: Rwy 4, NA. Rwy 9, 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200

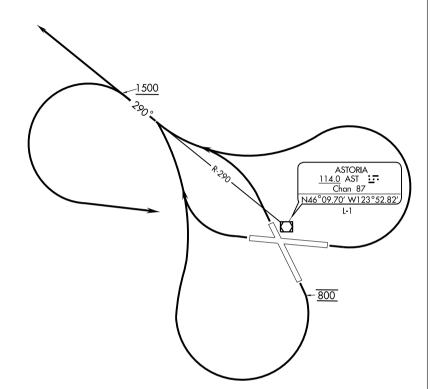
DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.



(AST1 .AST) 07298 ASTORIA ONE DEPARTURE (OBSTACLE) SL-24 (FAA)

ASTORIA RGNL (AST) ASTORIA, OREGON

NW-1 17 DEC 2009 to 14 JAN 2010



NOTE: TAKE-OFF MINIMUMS: Rwy 8, 800-3 or standard with minimum climb of 320' per NM to 900'. Rwy 13, 700-2 or standard with minimum climb of 350' per NM to 800'. Rwys 26,31, Standard.

NOTE: Chart not to scale.

SEATTLE CENTER 124.2 317.6 McMINNVILLE RADIO

122.3

T T

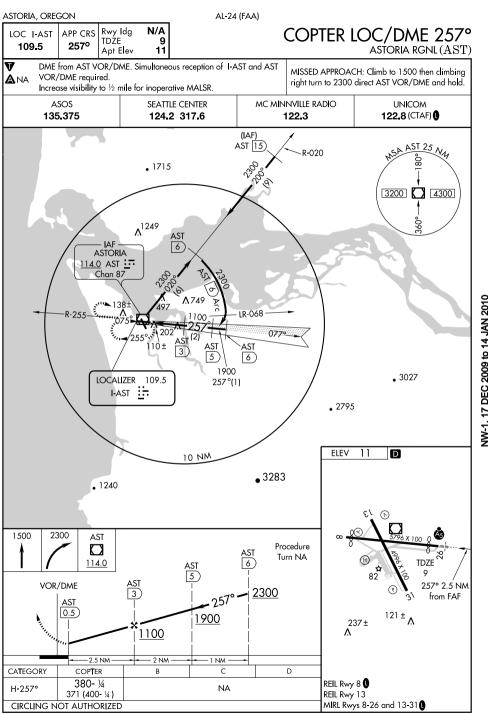
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 8,31: Turn left. Thence....

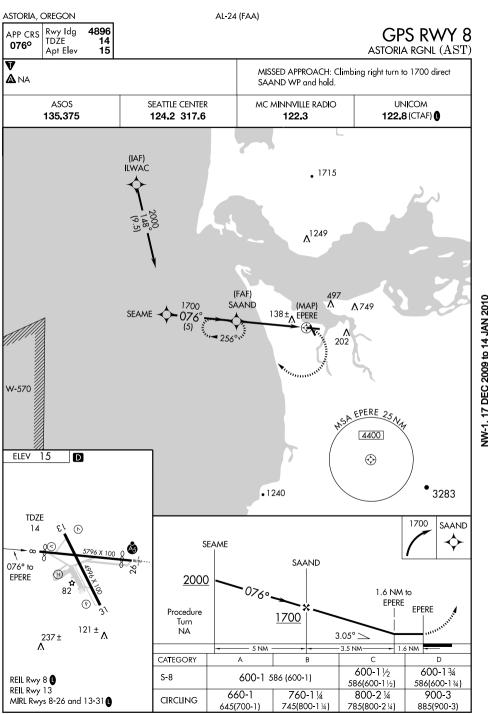
TAKE-OFF RUNWAY 26: Turn right. Thence....

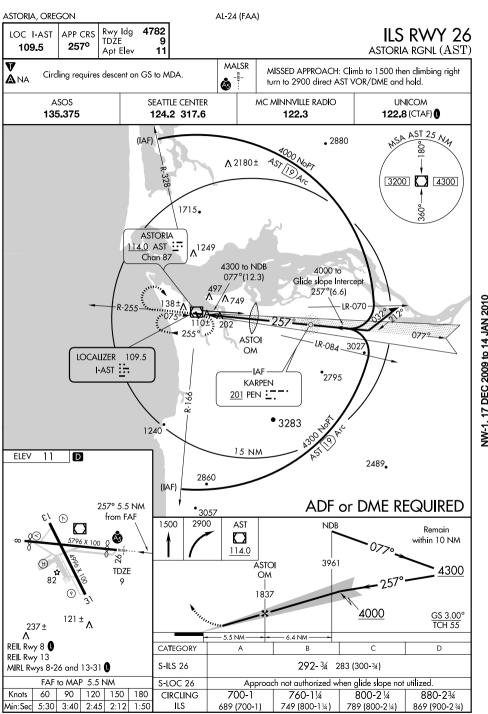
TAKE-OFF RUNWAY 13: Climb runway heading to 800 then climbing right turn. Thence....

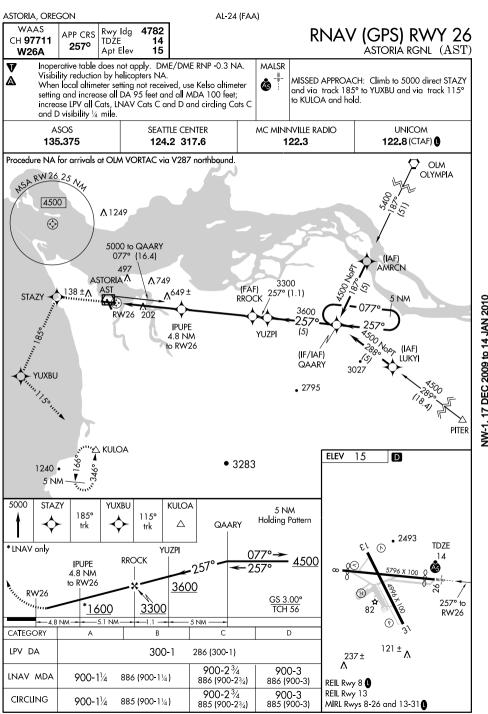
 \dots Aircraft departing northwest bound climb via AST R-290 on course. All other aircraft climb to 1500 or above via AST R-290 then left turn to AST VOR/DME and continue climbing on course.

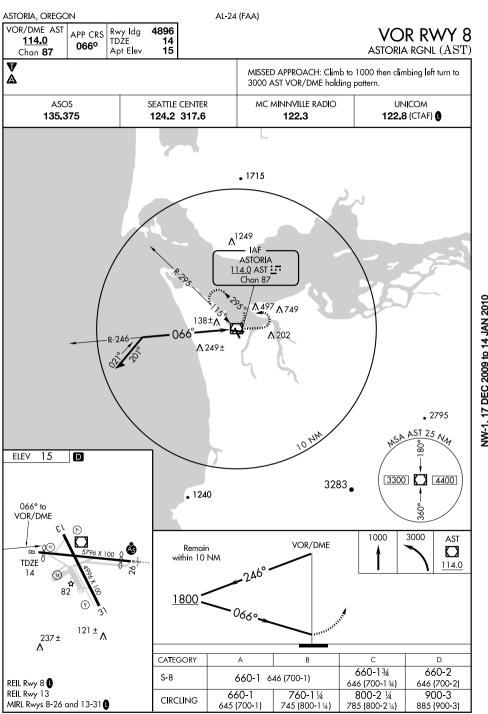


ASTORIA, OREGON AL-24 (FAA) VOR/DME AST N/A APP CRS Rwy Idg COPTER VOR/DME or GPS 066° 114.0 TDŹE N/A 066° ASTORIA RGNL(AST) Apt Elev 11 Chan 87 V MISSED APPROACH: Climbing right turn to 2000 in AST VOR/DME holding pattern. ASOS SEATTLE CENTER MC MINNVILLE RADIO UNICOM 135.375 124.2 317.6 122.3 122.8 (CTAF) 0 • 1*7*1*5* SA AST 25 M (IAF) **ILWAC** AST [16) 3200 () 4300 Λ1249 (REDMY) AST 7 ·IAF -**ASTORIA** 114.0 AST :--P. 290. __ Chan 87 NW-1, 17 DEC 2009 to 14, IAN 2010 **∧**497 **∧** 749 (REKFI) (MAVRY) AST 3 FISKK 700 AST 7 066 ~~246°.√\$ R-246 (4)202 LR-237 R-225 2000 2000 225° (7) AST 7) Arc 2000 (REHKY) AST 7 (5) ELEV 11 D 7 NM IAF TUŇŇA 066° 2.6 NM N46 °04.44'-W124° 08.24' 114.0 AST 225.0° -12.0 from FAF FISKK 2000 AST AST 7 (H) 114.0 (REKFI) VOR/DME AST 3 1500 (MAVRY) 0_{66°} AST 0.2) Procedure Turn ^{121 ±} ∧ NA 700 237± 2.6 NM -4 NM CATEGORY D COPTER REIL Rwy 8 (500-1/2 H-066° NA REIL Rwy 13 489 (500-1/2) MIRL Rwys 8-26 and 13-31 CIRCLING NOT AUTHORIZED



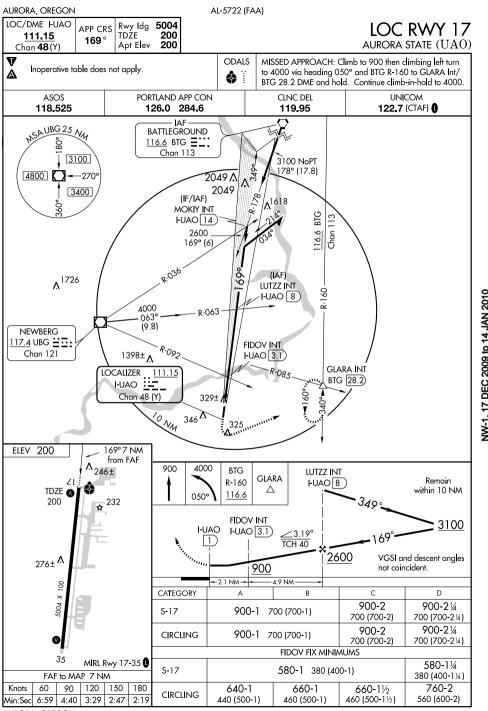


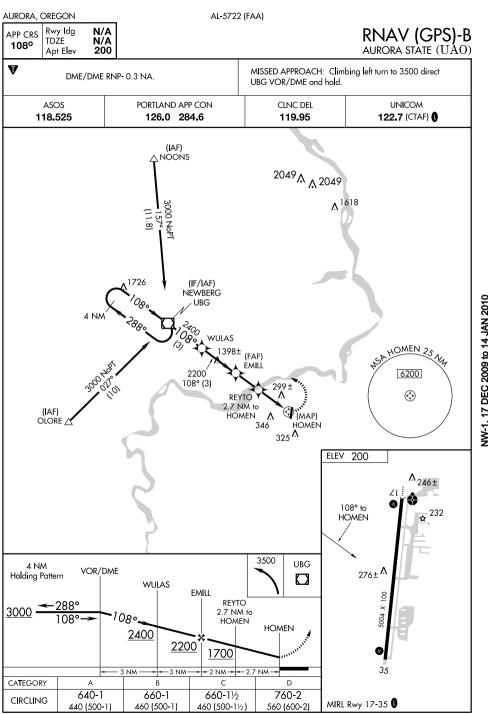


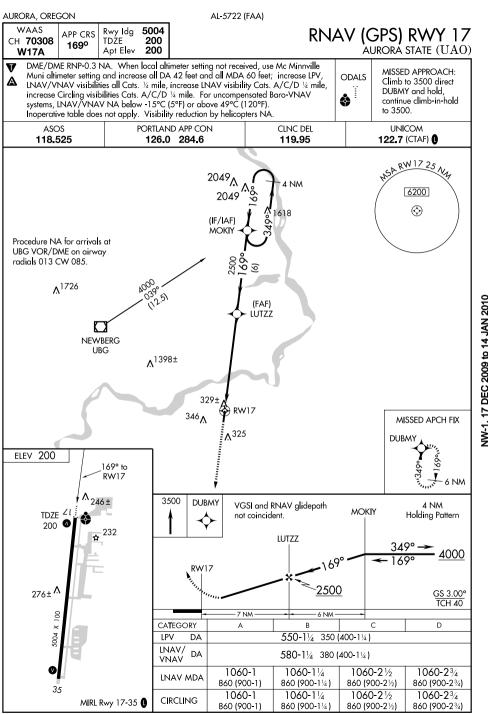


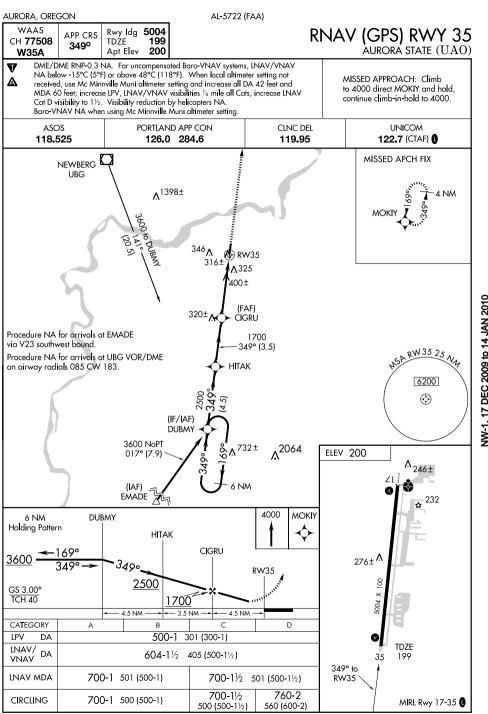
(HELNS.HELNS4) 03135 HELNS FOUR ARRIVAL PORTLAND, OREGON ST-330 (FAA) PORTLAND APP CON 124.35 299.2 PORTLAND INTL ATIS 128.35 269.9 SEATTLE PORTLAND-HILLSBORO ATIS 116.8 SEA :-127.65 Chan 115 N47°26.12′-W122°18.58′ L-1, H-1 10000 19700 161° (71) **HELNS** N46°15.42′ W122°18.58′ **KRATR BATTLE GROUND** N46° 05.39′ - W122° 24.17′ 11<u>6.6</u> BTG <u>=∵:</u> NOTE: Maintain the last assigned altitude. Upon Chan 113 receipt of "Descend via the HELNS4": . . . N45°44.87′-W122°35.49 PROP/TURBOPROP: Cross at and maintain 10,000'. TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less. 280° 1100. **PORTLAND** INTL 6 PORTLAND-PORTLAND-TROUTDALE HILLSBORO C **AURORA** STATE NOTE: DME and RADAR required. NOTE: Chart not to scale. SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence.... LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course. LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

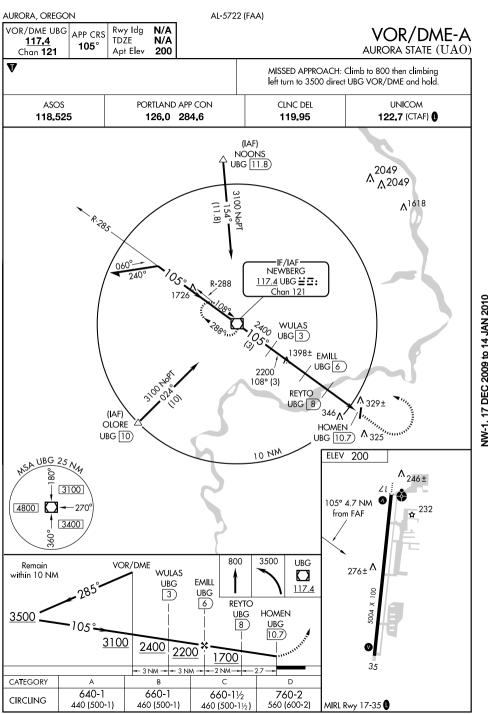
NW-1 17 DEC 2009 to 14 JAN 2010



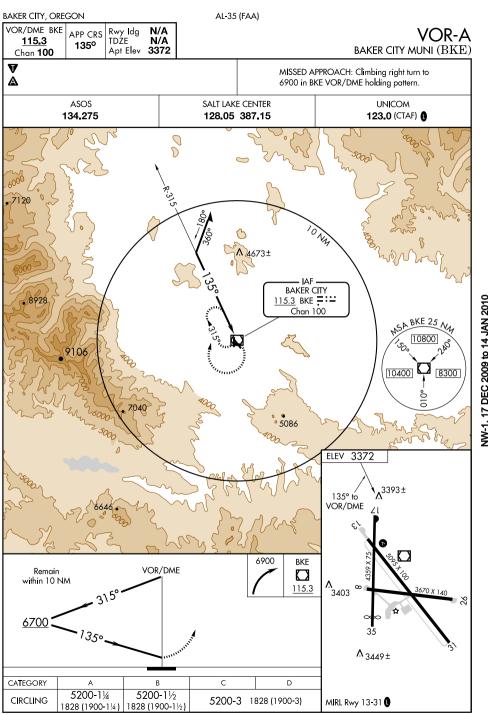








BAKER CITY, OREGON AL-35 (FAA) Rwy Idg 5095 RNAV (GPS) RWY 13 APP CRS TDŹE 3370 125° BAKER CITY MUNI (BKE) Apt Elev 3372 V MISSED APPROACH: Climbing left turn DME/DME RNP- 0.3 NA. Α to 9000 direct FEPOL and hold. ASOS UNICOM SALT LAKE CENTER 134.275 128.05 387.15 123.0 (CTAF) ((IAF) ACED (IAF) FEPOL SITOC NW-1 17 DEC 2009 to 14 JAN 2010 RW 13 25 Ny TAROY 6 NM to ZASKA 0800 BHIPPA .8 NM to **(** STOC (IAF) (FAF) 11000 ŻASKA 0090 (2,8) SOKNE 3.1 NM to 8928 RW13 ELEV 3372 3469± 125° to **RW13** RW13 9106 ۸^{3393±} 9000 **FEPOL** SITOC TAROY **TDZE** 6 NM to 3370 ZASKA 8700 ZASKA **SOKNE** 1250 3.1 NM to **∧** 3403 **RW13** 3670 X 140 7700 3.06° Procedure 2 TCH 55 **RW13** Turn 5800 NA 4420 6.1 NM -4.2 NM -- 3.1 NM -6 NM CATEGORY Α ∧_{3449±} 4080-2 4080-21/4 LNAV MDA 4080-1 710 (800-1) 710 (800-2) 710 (800-21/4) 4080-2 4220-23/4 CIRCLING 4080-1 708 (800-1) MIRL Rwy 13-31 848 (900-234) 708 (800-2)



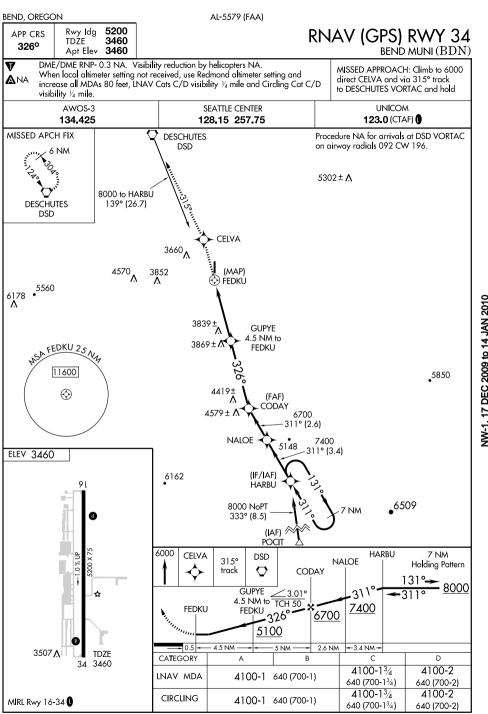
BAKER CITY, OREGON AL-35 (FAA) VOR/DME BKE 5095 Rwy Idg VOR/DME RWY 13 APP CRS 115.3 TDŹE 3370 118° BAKER CITY MUNI (BKE) Apt Elev 3373 Chan **100** MISSED APPROACH: Climb to 4000 then climbing left turn to A 10500 via BKE R-325 to WOLIP and hold. **ASOS** SALT LAKE CENTER UNICOM 134,275 128.05 387.15 123.0 (CTAF) 1 MSA BKE 25 10800 (IAF) WOLIP BKE 25) 10400 8300 BKE 25 GUCEV BKE 25 HULEX BKE 20) NW-1, 17 DEC 2009 to 14, IAN 2010 **FIDAM** BKE [12] 120 (IAF) (A) 00 JELTI **BOYBA** BKE 25 BKE 8 8000 to BOYBA **ELEV** 3373 AKICI 298° (8) BKE 3 **CTBRT** Λ^{3393±} BKE 0.2 BAKER CITY 115.3 BKE =::: 118° 7.8 NM Chan 100 from FAF 3441± 9106 €/ **TDZE** BOYBA 4000 10500 3370 Remain WOLIP BKE 8 within 10 NM Δ **BKE** 298° R-325 3670 X 140 **∧** 3403 FIDAM AKICI 8000 BKE 3 BKE 12 1180_ **CTBRT** 3.49° BKE 0.2 TCH 55 6300 VGSI and descent angles 4440 not coincident - 2.8 NM -4 NM -- 5 NM Λ_{3449±} CATEGORY Α 4000-13/4 4000-2 S-13 4000-1 630 (700-1) 630 (700-134) 630 (700-2) 4000-1 4000-1 4000-13/4 4220-23/4 MIRL Rwy 13-31 CIRCLING 627 (700-1) 627 (700-1) 627 (700-134) 847 (900-234)

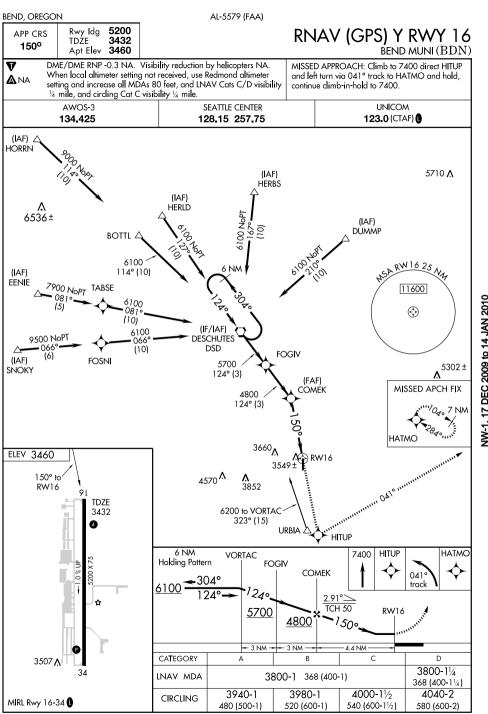
BEND MUNI (BDN) BEND ONE DEPARTURE (OBSTACLE) BEND, OREGON SEATTLE CENTER 128.15 257.75 CTAF 123.0 **DESCHUTES** 117.6 DSD **...**: Chan 123 N44°15.17′ W121°18.21′ L-13. H-1 TAKE-OFF MINIMUMS Rwys 16, 34: Standard. TAKE-OFF OBSTACLE NOTES Rwy 16: Trees beginning 75' from DER, 412' left of centerline, up to 43' AGL/3572' MSL. Trees beginning 432' from DER, 5' right of centerline, up to 37' AGL/3541' MSL. Terrain beginning 27' from DER, 197' right of centerline, up to 3469' MSL. Road 1' from DER, 414' left of centerline, 17' AGL/3466' MSL. Rwy 34: Trees beginning 306' from DER, 178' left of centerline, up to 25' AGL/3436' MSL. Road beginning 460' from DER, 414' left of centerline, up to 17' AGL/3425' MSL. Bush 94' from DER, 443' left of centerline, 4' AGL/3407' MSL. Terrain beginning 1' from DER, 147' left of centerline, up to 3408' MSL. Trees beginning 52' from DER, 252' right of centerline, up to 39' AGL/3429' MSL. NOTE: Chart not to scale DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 16: Climbing left turn to intercept DSD R-130 to DSD VORTAC, Thence TAKE-OFF RUNWAY 34: Climbing left turn to intercept the DSD R-130 to DSD VORTAC, Thence Climb in DSD VORTAC holding pattern to cross DSD VORTAC at or above the MEA/MCA for the route of flight.

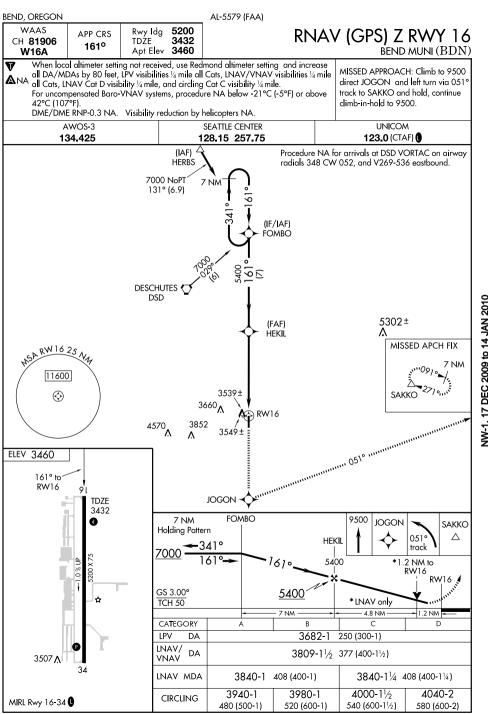
NW-1, 17 DEC 2009 to 14 JAN 2010

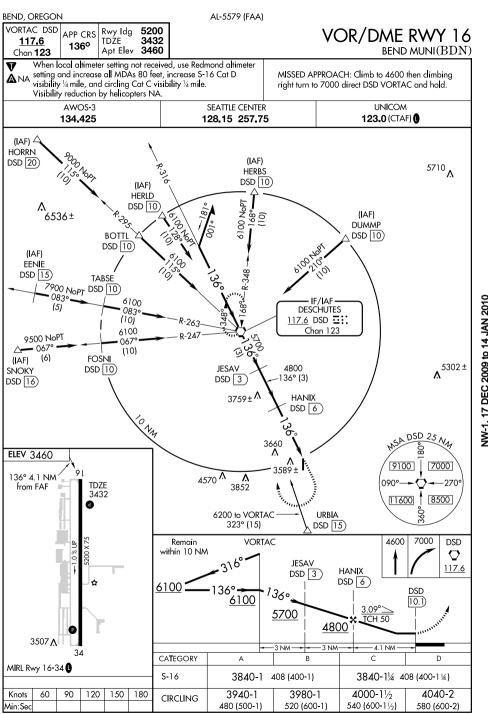
SL-5579 (FAA)

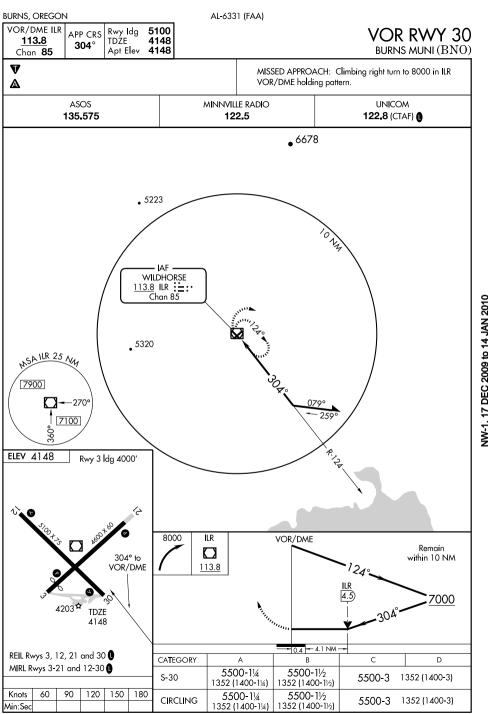
(BDN1.BDN) 09183











NW-1, 17 DEC 2009 to 14 JAN 2010

CORVALLIS ONE DEPARTURE

CASCADE DEP CON ★ 127.5 348.7 CTAF 123.0 SEATTLE CENTER 125.8

CORVALLIS MUNI (CVO)

CORVAILIS OREGON AWOS-3 135.775

N44°29.97′-W123° 17.62′ R-081 _

SL-782 (FAA)

Rwys 17/35, standard.

TAKEOFF MINIMUMS

(CVO1.CVO) 05188

CORVALLIS

Chan 101

Rwy 27, standard with minimum climb of 310' per NM to 2300.

Rwy 9, 200-1 or standard with minimum climb of 245' per NM to 500.

TAKEOFF OBSTACLE NOTES

Rwy 9: Multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL.

Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27: OL on GS 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35: Multiple trees beginning 470' from departure end of runway, 544' left of centerline, up to 36' AGL/276' MSL.

Tree 2.3 NM from departure end of runway, 1976' left of centerline, 128' AGL/607' MSL.

NOTE: Chart not to scale.



V DEPARTURE ROUTE DESCRIPTION

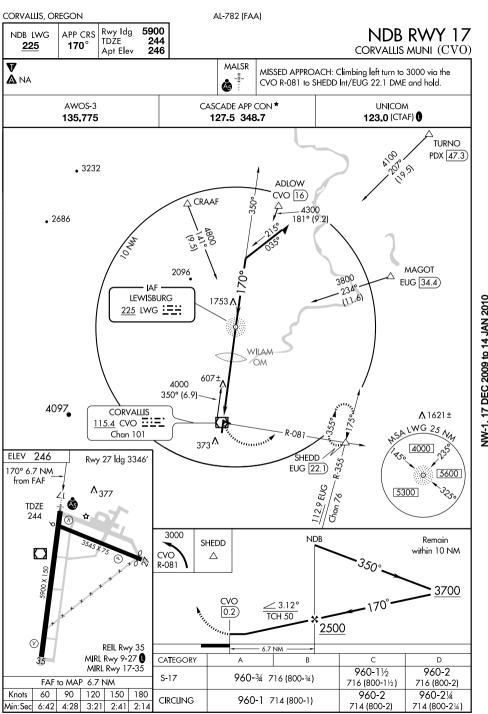
TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081, thence. . . .

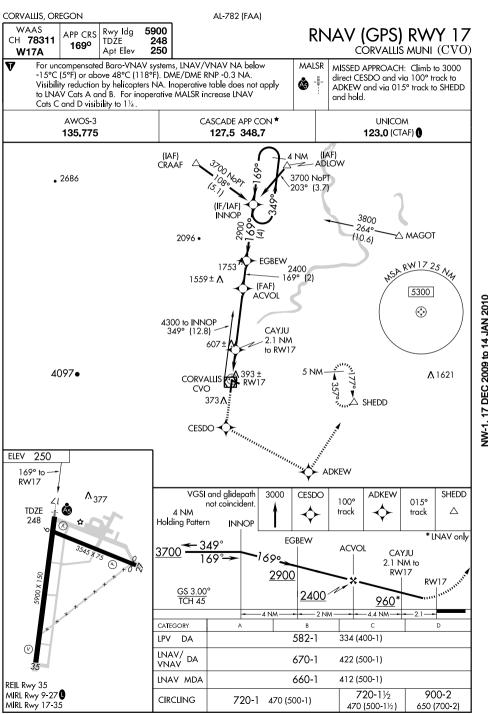
TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081, thence...

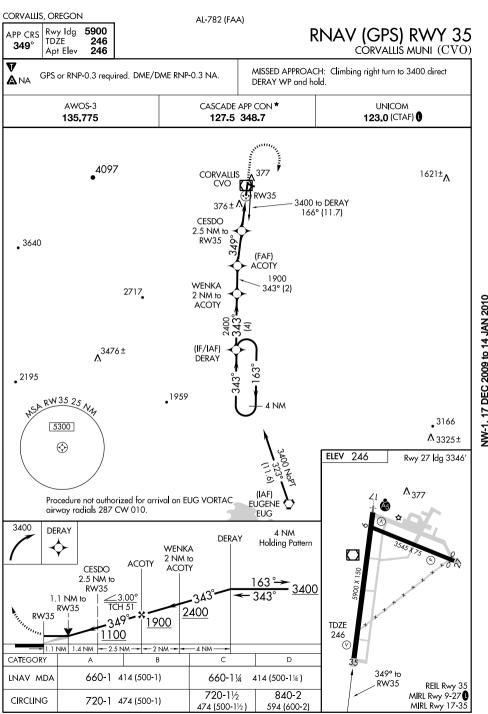
TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and

CVO R-081, thence. climbing right turn to 4000 direct CVO VOR/DME. Continue climb on course to MEA for

route of flight. LOST COMMUNICATIONS: If not contact with ATC upon reaching 3000', continue climb to assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.



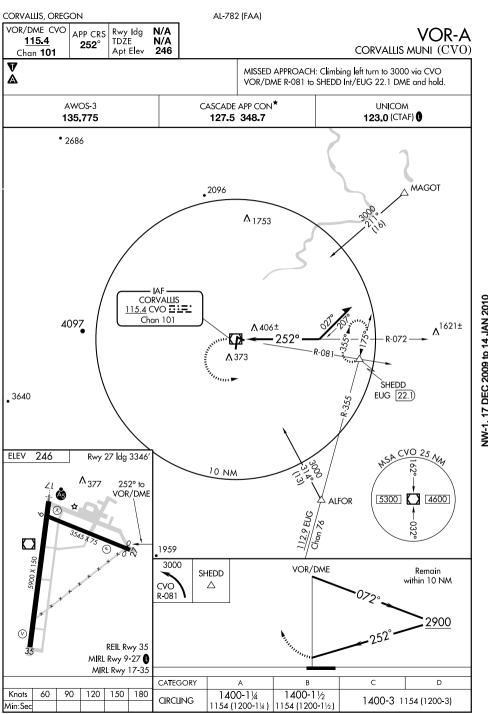


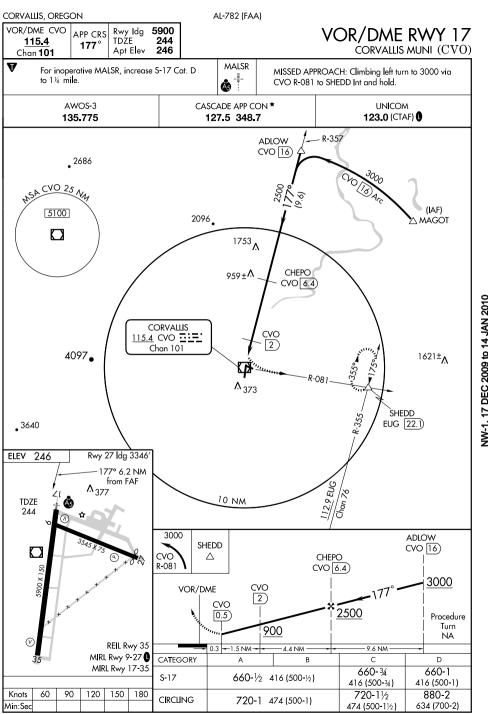


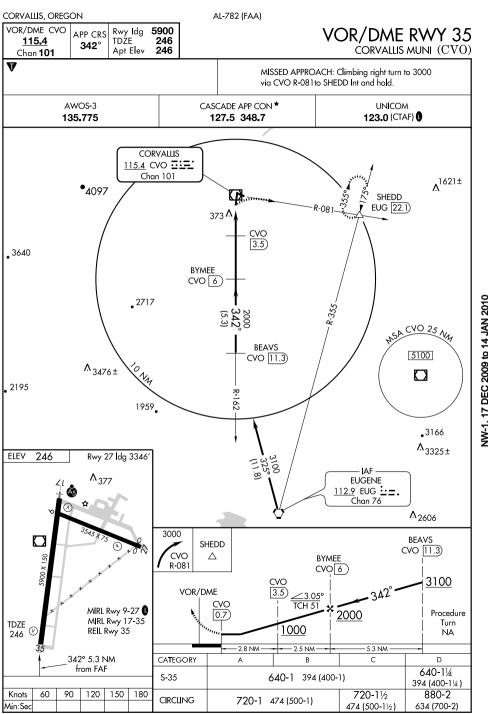
(SHEDD1.SHEDD) 05188 SL-782 (FAA) CORVALLIS MUNI (CVO) SHEDD ONE DEPARTURE CORVALLIS, OREGON AWOS-3 135.775 CASCADE DEP CON ★ 127.5 348.7 CTAF 123.0 CORVALLIS SEATTLE CENTER 115.4 CVO **ःः** 125.8 Chan 101 N44°29.97′-W123° 17.62′ R-081 0810 SHEDD N44°28.55' 9 W123°05.29′ TAKEOFF MINUMUMS Rwy 9, 200-1 or standard with minimum obstacle climb of NW-1 17 DEC 2009 to 14 JAN 2010 245' per NM to 500, ATC climb of 332' per NM to 3000. Rwys 17/35, standard with minimum ATC climb of 312' per NM to 3000. EUGENE Rwy 27, standard with minimum obstacle climb of 310' per NM to 2300, 112.9 EUG :--. ATC climb of 312' per NM to 3000. TAKEOFF OBSTACLE NOTES Rwy 9: Multiple trees and railroad beginning 549' from departure end of runway, 254' left of centerline, up to 153' AGL/383' MSL. Multiple trees and railroad beginning 670' from departure end of runway, 5' right of centerline, up to 135' AGL/380' MSL. Rwy 27: OL on GS 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL. Rwy 35: Multiple trees beginning 470' from departure end of runway, 544' left of centerline, up to 36' AGL/276' MSL. Tree 2.3 NM from departure end of runway, 1976' left of centerline, 128' AGL/607' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 9: Climbing left turn to 3000 via CVO R-081 to SHEDD INT, thence. . . . TAKE-OFF RUNWAY 17: Climbing left turn to 3000 via heading 020° and CVO R-081 to SHEDD INT, thence. . . . TAKE-OFF RUNWAYS 27 and 35: Climbing right turn to 3000 via heading 150° and CVO R-081 to SHEDD INT, thence.via assigned route/clearance.

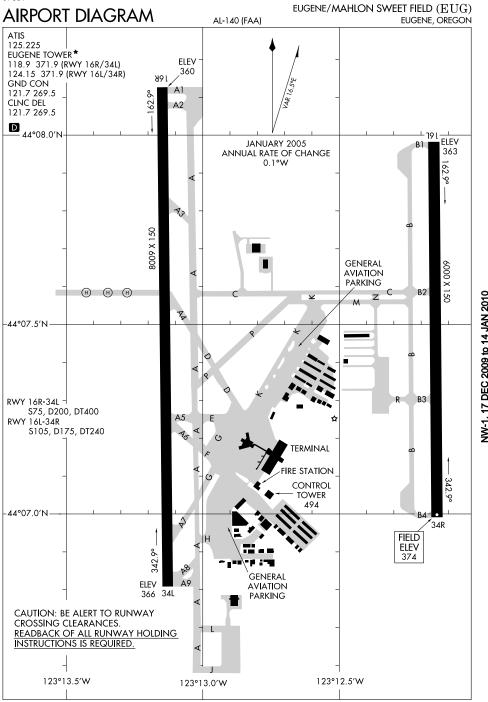
LOST COMMUNICATIONS: If not contact with ATC upon reaching 3000', continue climb to

assigned altitude direct CVO VOR/DME. Thence via assigned route of flight.







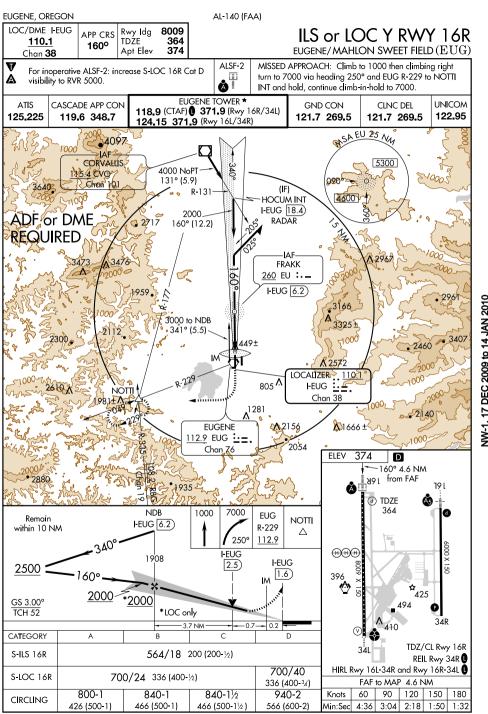


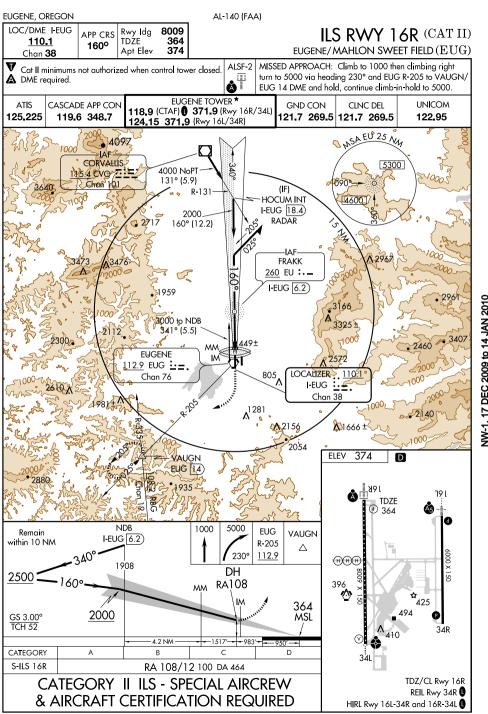
(EUG7.EUG) 07298 EUGENE/MAHLON SWEET FIELD (EUG) **EUGENE SEVEN DEPARTURE** SL-140 (FAA) EUGENE, OREGON ATIS 125.225 GND CON BATTLEGROUND 121.7 269.5 11<u>6.6</u> BTG =:: **EUGENE TOWER *** Chan 113 118.9 (CTAF) 371.9 (Rwy 16R-34L) N45°44.87' - W122°35.49' 124.15 371.9 (Rwy 16L-34R) L-1. H-1 CASCADE DEP CON 119.6 348.7 NEWBERG CORVALLIS 115.4 CVO **...**= 117.4 UBG **ΞΞ:** Chan 121 <u>Chan</u> 101 N45°21.19′ - W122°58.69 N44°29.97' **NEWPORT** 117.1 ONP =-W123° 17.62' L-1, H-1 L-1 Chan 118 T 340° N44°34.52′ - W124°03.64′ L-1. H-1 TAKE-OFF OBSTACLE NOTES **EUGENE** Rwy 16R: Tree 1992' from DER, 832' left of centerline, <u>112.9</u> EUG 📴. 50' AGL/419' MSL. Chan 76 Rwy 16L: Multiple trees and power poles beginning N44°07.25′ - W123°13.37′ 872' from DER, 35' right of centerline, up to L-1, H-1 50' AGL/437' MSL. Multiple trees and power poles beginning 890' from DER, 77' left of centerline, up DESCHUTES to 50' AGL/433' MSL. 117.6 DSD **...**: Rwy 34R: Multiple trees beginning 2869' from Chan 123 NW-1, 17 DEC 2009 to 14 JAN 2010 DER, 186' right of centerline, up to N44°15.17′ - W121°18.21′ 50' AGL/447'MSL. L-13. H-1 Tree 2535' from DER, 652' left of centerline, 50' AGL/428' MSL. **ROSEBURG** 108.2 RBG :::: NORTH BEND Chan 19 112.1 OTH **Ξ..** N43°10.95′ - W123°21.13′ Chan 58 N43°24.93′ - W124°10.11′ ROGUE VALLEY 113.<u>6</u> OED 🚾 ... Chan 83 TAKE-OFF MINIMUMS KLAMATH FALLS N42°28.77′ - W122°54.78′ 115.9 LMT = Rwy 16L/16R: Standard with minimum climb of L-2. H-3 Chan 106 305' per NM to 6000. N42°09.19' Rwy 34L/34R: Standard with minimum climb of W121°43.65' L-2, H-3 320' per NM to 6000. NOTE: Aircraft taxiing beyond Rwy 16R departure end 500' left of centerline. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 16L and 16R: Climb via heading 160° (or ATC assigned heading) for vectors to assigned route/fix TAKE-OFF RUNWAYS 34L and 34R: Climb via heading 340° (or ATC assigned heading) for vectors to assigned route/fix maintain 9000 or assigned altitude, expect filed altitude/flight level five minutes after departure. LOST COMMUNICATIONS: If not in contact with ATC after reaching 3000', continue climb to assigned altitude direct EUG VORTAC, climb in EUG VORTAC holding pattern (hold N, RT, 175° inbound) to cross EUG VORTAC at or above MEA before proceeding enroute.

NW-1, 17 DEC 2009 to 14 JAN 2010

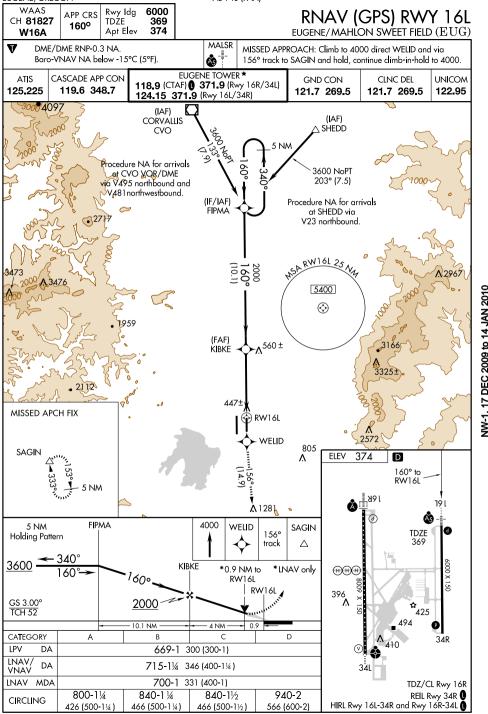
EUGENE, OREGON AL-140 (FAA) LOC/DME I-ADE Rwy Idg 6000 ILS or LOC/DME RWY 16L APP CRS 111.75 TDŹE 369 160° FUGENE/MAHLON SWEET FIELD (EUG) 374 Chan 54 (Y) Apt Elev MALSR If local altimeter setting not received, use Corvallis altimeter MISSED APPROACH: Climb to 5200 via heading Α setting and increase all DAs 70 feet, and all MDAs 80 feet. 160° and EUG VORTAC R-152 to SAGIN/EUG VDP NA when using Corvallis altimeter setting. å i 16 DME and hold, continue climb-in-hold to 5200. EUGENE TOWER * ATIS CASCADE APP CON UNICOM GND CON CLNC DEL 118.9 (CTAF) 1 371.9 (Rwy 16R/34L) 125.225 119.6 348.7 121.7 269.5 121.7 269.5 122.95 124.15 371.9 (Rwy 16L/34R) 4097 IAF. ALTERNATE MISSED (IAF) CORVALLIS APCH FIX SHEDD 115.4 CVO **.::=** △ EUG 22.1 Chan 101 CORVALLIS cvo <u>-:-</u> 115.4 3600 to FIPMA Procedure NA for arrivals (ZIGTA) Chan 101 225° (5.7) at CV@ VOR/DME and LOC (3.1) via V495 north bound (IF) V481 northwest bound **FIPMA** Procedure NA I-ADE 16.2) for arrivals at SHEDD via V23 northbound. 160 10.1 NW-1, 17 DEC 2009 to 14 JAN 2010 DME REQUIRED 3166 **ZUNAX** 3325± 500± I-ADE (6.1) 100 EUGENE 2112 112.9 EUG ∴= LOCALIZER 111.75 4600 _ Chan 76 MISSED I-ADE :-. **APCH** Chan 54 (Y) SAGIN FIX EUG [16] ELEV 374 D 160° 4.9 NM ۸⁸⁰⁵ from FAF 19 L VGSI and ILS alidepath not coincident. 5200 **FIPMA** 0 Procedure **EUG** SAGIN Use I-ADE DME when on the I-ADE 16.2) **TDZE** Turn R-152 Λ localizer course. 369 NA 112.9 ZUNAX 160° I-ADE 6.1 3600 I-ADE (H)(H)(H)1600. I-ADE 2.4 396 2000 GS 3.00° **☆** 425 TCH 46 10.1 NM 3.7 NM CATEGORY 569-1/2 S-ILS 16L 200 (200-1/2) 341 800-3/4 800-1 S-LOC 16L 800-1/2 431 (500-1/2) 431 (500-3/4) 431 (500-1) TDZ/CL Rwy 16R REIL Rwy 34R 0 800-1 840-1 840-11/2 940-2 CIRCLING HIRL Rwys 16L-34R and 16R-34L 1 426 (500-1) 466 (500-1) 566 (600-2) 466 (500-11/2)

EUGENE, OREGON AL-140 (FAA) LOC/DMF I-FUG 8009 Rwy Ida ILS or LOC/DME Z RWY 16R APP CRS TDŹF 364 110.1 1600 EUGENE/MAHLON SWEET FIELD (EUG) Apt Elev 374 Chan **38** ALSF-2 MISSED APPROACH: Climb to 1000 then climbing right For inoperative ALSF-2: increase S-LOC 16R Cat D visibility to RVR 5000. turn to 5000 via heading 230° and EUG R-205 to VAUGN/ A EUG 14 DME and hold, continue climb-in-hold to 5000. DME required. EUGENE TOWER ★ UNICOM CASCADE APP CON ATIS GND CON CINC DEL 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 121.7 269.5 122.95 125.225 119.6 348.7 121.7 269.5 124.15 371.9 (Rwy 16L/34R) MSA EU 25 NA 4097 JAF-CORVALLIS 340 4000 NoPT 1454 CVOV 1000 131° (5.9) Chan 101 (IF) R-131 46001 HOCUM INT I-EUG [18.4) 2000 RADAR 160° (12.2) IAF FRAKK 260 EU :.-I-EUG (6.2) 1959 NW-1 17 DEC 2009 to 14 JAN 2010 3168 3000 to NDB 3325 ± 341° (5.5) 3407 449± 2460 **EUGENE** ΙM 257 112.9 EUG :--805 LOCALIZER Chan 76 I-EUG Chan 38 Λ¹²⁸¹ M1666± 1000 2054 ELEV 374 VAUGN 160° 4.6 NM from FAF 19 L NDB 1000 5000 FUG Remain VAUGN I-EUG 6.2 within 10 NM R-205 **TDZE** Δ 112.9 364 2309 I-EUG 1908 I-EUG 2.5 2500 6000 X 1.6 1600 (H)(H)(H)IM 2000 *2000 396 GS 3.00° 425 TCH 52 *LOC only 3.7 NM 0.2 CATEGORY D 34R 564/18 200 (200-1/2) S-ILS 16R 700/40 3**4**L S-LOC 16R 700/24 336 (400-1/2) TDZ/CL Rwy 16R 336 (400-34) REIL Rwy 34R 0 800-1 940-2 840-1 840-11/2 CIRCLING HIRL Rwy 16L-34R and 16R-34L (L) 466 (500-1) 466 (500-11/2) 566 (600-2) 426 (500-1)





EUGENE, OREGON AL-140 (FAA) LOC/DMF I-FUG 8009 Rwy Idg ILS RWY 16R (CAT III) APP CRS TDŹF 364 110.1 1600 Apt Elev EUGENE/MAHLON SWEET FIELD (EUG) 374 Chan **38** ALSF-2 MISSED APPROACH: Climb to 1000 then climbing right Cat III minimums not authorized when control tower closed. turn to 5000 via heading 230° and EUG R-205 to VAUGN/ ▥ A DME required. Ø EUG 14 DME and hold, continue climb-in-hold to 5000. EUGENE TOWER * CASCADE APP CON UNICOM ATIS GND CON CINC DEL 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 121.7 269.5 122.95 125.225 119.6 348.7 121.7 269.5 124.15 371.9 (Rwy 16L/34R) NSA EU 25 Nu 4097 JAF-CORVALLIS 5300 1754 CVO7 : 12 4000 NoPT V1000 131° (5.9) (IF) R-131 **HOCUM INT** 4600 I-EUG [18.4) 2000 RADAR 160° (12.2) IΔF **FRAKK** 260 EU :.. I-EUG 6.2 1959 NW-1 17 DEC 2009 to 14 JAN 2010 3168 3000 to NDB 3325 ± 341° (5.5) 3407 **EUGENE** ΙM 112.9 EUG :--> 110.1 805 LOCALIZER Chan 76 I-EUG :. I ± Chan 38 **∧**1281 M1666± 1000 2054 ELEV 374 D VAUGN EUG 14 2880 1935 16₽ 19 L **TDZE** NDB 5000 1000 Remain EUG 364 VAUGN I-EUG 6.2) within 10 NM 0 R-205 Δ 340° 230 112.9 1908 MM 2500 (H)(H)(H)160° IM 541 364 459 396 MSL GS 3.00° 2000 425 TCH 52 4.2 NM 1570′ -930′ CATEGORY 34R S-ILS 16R CAT IIIa RVR 07 S-ILS 16R RVR 06 CAT IIIb 341 S-ILS 16R CAT IIIc NA CATEGORY III ILS - SPECIAL AIRCREW TDZ/CL Rwy 16R REIL Rwy 34R (& AIRCRAFT CERTIFICATION REQUIRED HIRL Rwy 16R-34L and 16L-34R 0



34L

TDZ/CL Rwy 16R

HIRL Rwy 16L-34R 0

HIRL Rwy 16R-34L

REIL Rwy 34R 0

470±

340° to

RW34

VNAV

LNAV MDA

CIRCLING

800-1

426 (500-1)

760-1 386 (400-1)

840-1

466 (500-1)

840-11/2

466 (500-11/2)

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760-1¼

386 (400-11/4)

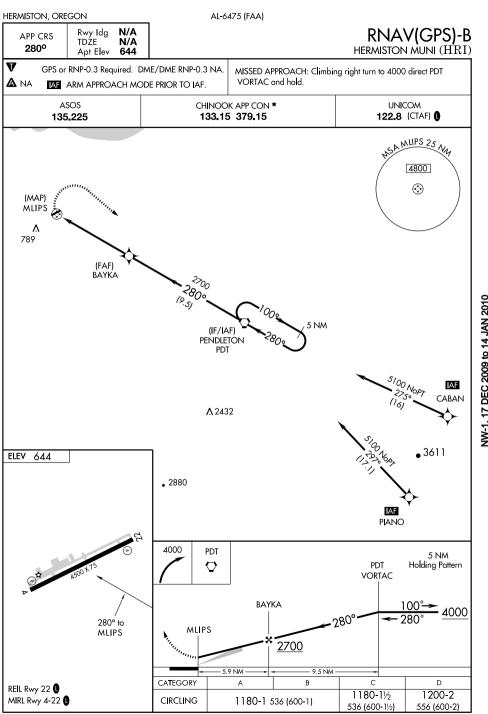
940-2

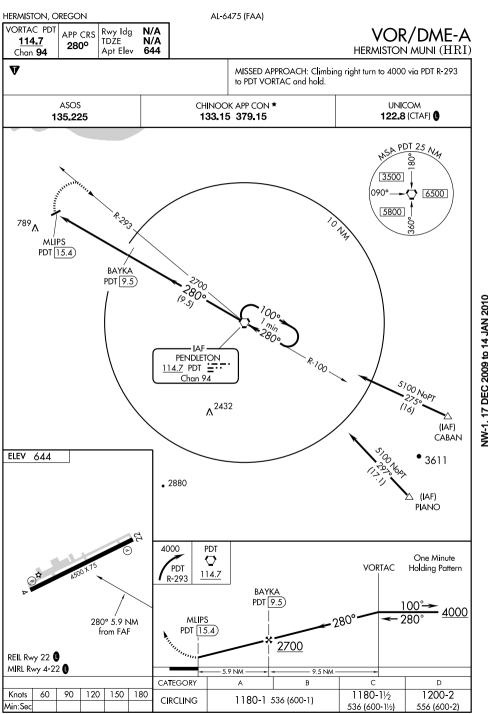
566 (600-2)

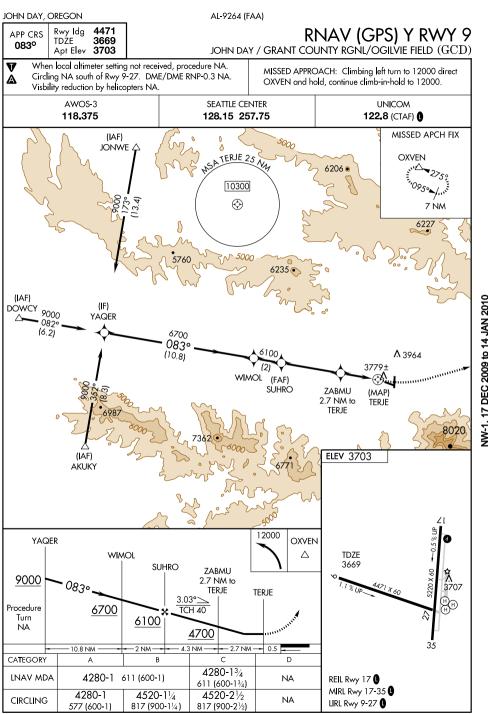
AL-140 (FAA) EUGENE, OREGON VORTAC EUG 8009 Rwy Idg VOR/DME or TACAN RWY 16R APP CRS 112.9 TDŹE 363 168° EUGENE/MAHLON SWEET FIELD (EUG) Apt Elev 374 Chan **76** ALSF-2 For inoperative MALSR, increase S-16R Cat D visibility MISSED APPROACH: Climbing right turn to 4000 via to RVR 6000. EUG R-205 to VAUGN/14 DME and hold. EUGENE TOWER * CASCADE APP CON UNICOM ATIS CLNC DEL GND CON 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 125.225 119.6 348.7 121.7 269.5 122.95 121.7 269.5 124.15 371.9 (Rwy 16L/34R) 1500 168° (7.7) 1 2967 5000160 3166 (IAF) 3325 ± A 3200 WEBST 348° (4.3) EUG 4.3) EUĞENE κ_{449±} •112.9 EUG 🛂 🗖 . R-064 (IAF) Chan 76 MOHWK 2572 ₺ EUG [12] ∧⁸⁰⁵ 1000 1281 0 2156 1666± X NSA EUG 25 NA ELEV 374 D 168° 3.4 NM **WAUGN** 58° 3.4. from FAF 191 5300 J 9K_ 100° TDZE 4600 363 0 4000 WEBST 6000 X VAUGN Remain (H)(H)(H)EUG 4.3) within 10 NM Δ EUG R-205 396 **EUG** VORTAC **☆** 425 1.9 2700 **EUG** ∠ 3.01° 0.9 TCH 50 34R 1500 1 NM 2.4 NM-341 CATEGORY C D В 720/50 S-16R 720/24 357 (400-1/2) TDZ/CL Rwy 16R 357 (400-1) REIL Rwy 34R 🗓 800-1 840-1 840-11/2 940-2 CIRCLING HIRL Rwy 16L-34R and Rwy 16R-34L **1** 466 (500-11/2) 426 (500-1) 466 (500-1) 566 (600-2)

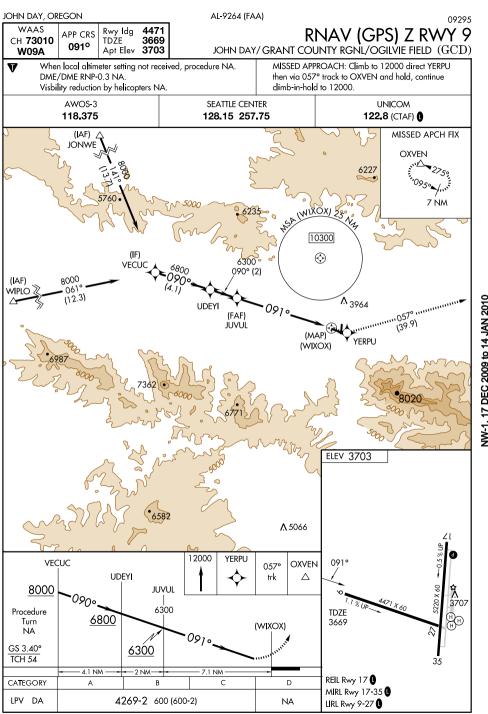
NW-1, 17 DEC 2009 to 14, IAN 2010

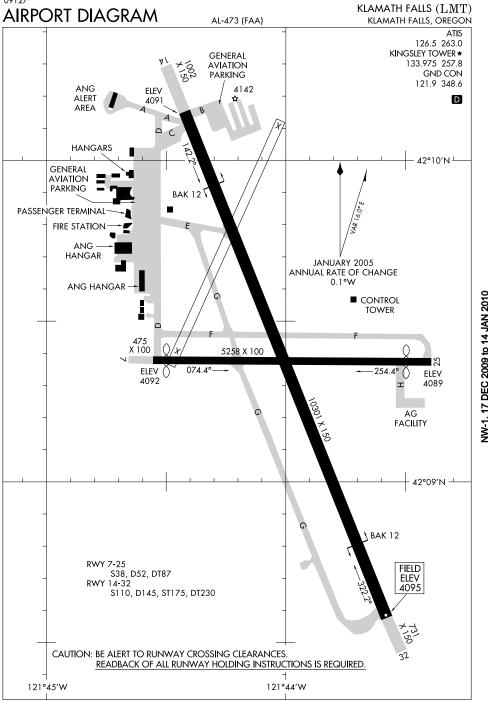
EUGENE, OREGON AL-140 (FAA) VORTAC EUG 8009 Rwy Idg VOR/DME or TACAN RWY 34L APP CRS 112.9 TDŹE 367 3320 EUGENE/MAHLON SWEET FIELD (EUG) Apt E**l**ev 374 Chan **76** V **ODALS** MISSED APPROACH: Climbing left turn to 4000 via EUG R-205 to VAUGN/14 DME and hold. EUGENE TOWER * CASCADE APP CON UNICOM ATIS CLNC DEL GND CON 118.9 (CTAF) 0 371.9 (Rwy 16R/34L) 125.225 119.6 348.7 122.95 121.7 269.5 121.7 269.5 124.15 371.9 (Rwy 16L/34R) 1959 3166 ∆3325 ± **FUGENE** 112.9 EUG :--. Chan 76 490± **EUG** ۸ 805 2.3 1981± 684 ± 000 DUKKS NW-1, 17 DEC 2009 to 14 JAN 2010 EUG 5 1281 2156 SA EUG 23 W 2054 (IAF) 5300 VAUGN EUG TA 100°-4600 (IAF) 14) 3100 374 332° (2) (AF) SAGIN 19 L EUG 18 4000 VGSI and descent angles not coincident EUG VAUGN 14) 6000 X 150 EUG Δ EUG (H)(H)(H)9 R-205 **DUKKS** 3100 EUG 5 396 **EUG ☆** 425 VORTAC 2.3 ≤3.49° **EUG** 2500 TCH 54 × Procedure TDZE 2100 Turn 367 34R NA 1040 0.5 1.3 NM 2.7 NM -- 5 NM -4 NM 332° 4.5 NM 34L CATEGORY D from FAF В C 760/60 TDZ/CL Rwy 16R S-34L 760/40 393 (400-34) 393 (400-11/4) REIL Rwy 34R L HIRL Rwy 16L-34R (800-1 840-1 840-11/2 940-2 CIRCLING HIRL Rwy 16R-34L 0 <u>466</u> (500-1) 466 (500-11/2) 426 (500-1) 566 (600-2)

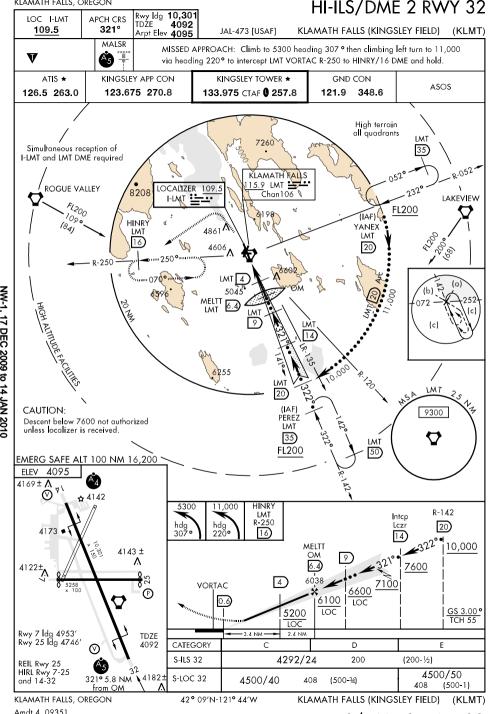


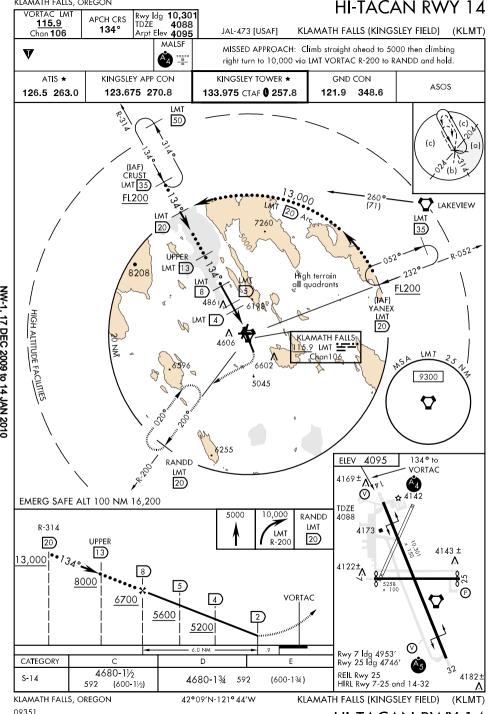


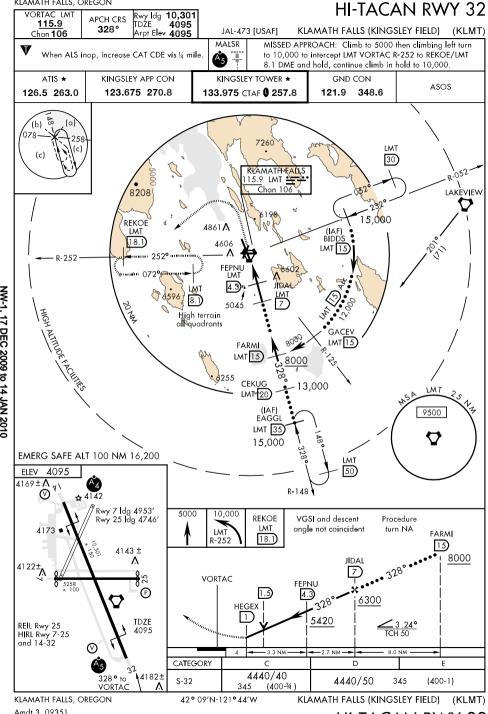


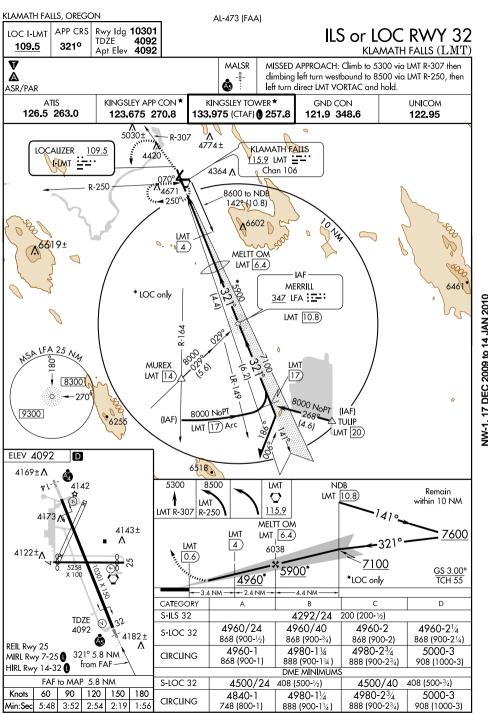








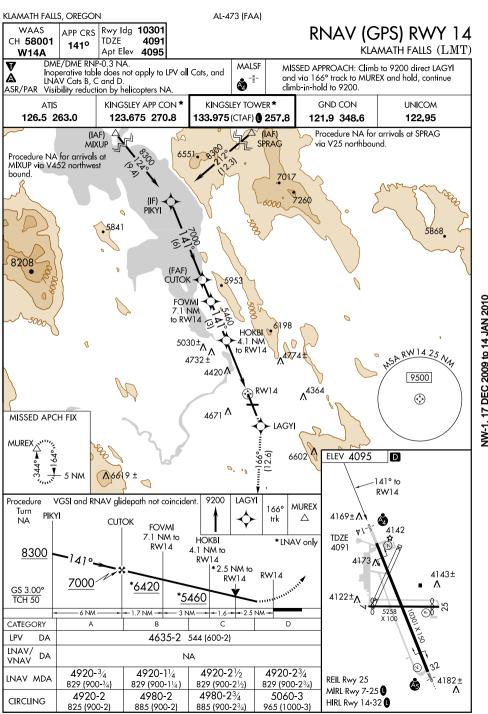




(LM13.LM1) 09295 KLAMATH FALLS (LMT) KINGSLEY THREE DEPARTURE SL-473 (FAA) KLAMATH FALLS, OREGON ATIS 126.5 263.0 GND CON EUGENE 121.9 348.6 KINGSLEY TOWER * 112.9 EUG 🛂 🚍 . **DESCHUTES** 133.975 257.8 Chan 76 KINGSLEY DEP CON * 117.6 DSD N44°07.25′-W123°13.37′ 123.675 270.8 Chan 123 L-1, H-1 N44°15.17′-W121°18.21′ L-13, H-1 ROSEBURG 108.2 RBG =::: Chan 19 N43°10.95′-W123°21.14′ LAKEVIEW 10000 or L-1, H-1 112.0 LKV ::: assianed altitude Chan 57 N42°29.57′-W120°30.43′ L-11, H-3 ROGUE VALLEY 113.6 OED ... Chan 83 N42°28.78′-W122°54.78′ KLAMATH FALLS 115.9 LMT ==-L-2. H-3 Chan 106 N42°09.19′-W121°43.65 L-2. H-3 FORT JONES 10000 or 109.6 FJS :-assianed altitude Chan 33 N41°26.98′-W122°48.39′ MUSTANG **RED BLUFF** 117.9 FMG ==: 115.7 RBL ::: _ Chan 126 Chan 104 N39°31.88′-W119°39.37′ N40°05.93′-W122°14.18′ L-9. H-3 L-2. H-3 NOTE: Chart not to scale. NOTE: This SID requires a minimum climb of 325' per NM to 8500' or 4500' ceiling and 3 mile visibility to clear obstruction. (813 FPM at 150K,1083 FPM 200K, 1354 FPM at 250K). V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAYS 14 and 32: Climb via runway heading until leaving 4700'. Then via radar vector headings to assigned route. LOST COMMUNICATIONS If not in contact with Seattle Center after reaching 10000' or assigned altitude, if lower; continue climb to assigned altitude and: Take-off runway 14: Climbing right turn direct LMT VORTAC, thence via (assigned route). Take-off runway 32: Climbing left turn direct LMT VORTAC, thence via (assigned

route).

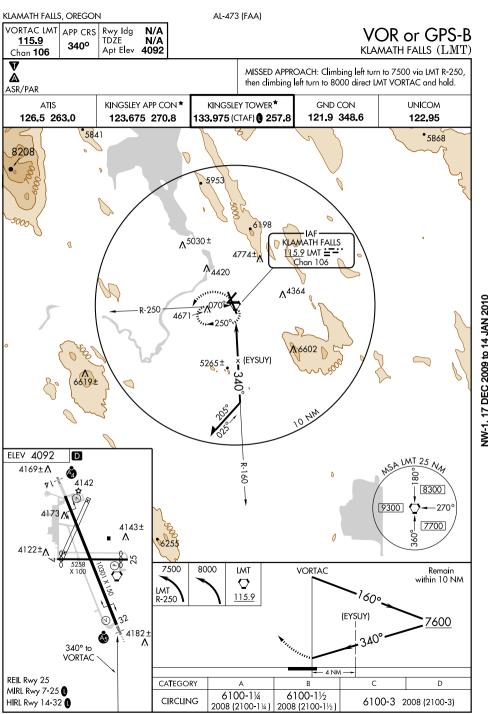
NW-1, 17 DEC 2009 to 14 JAN 2010

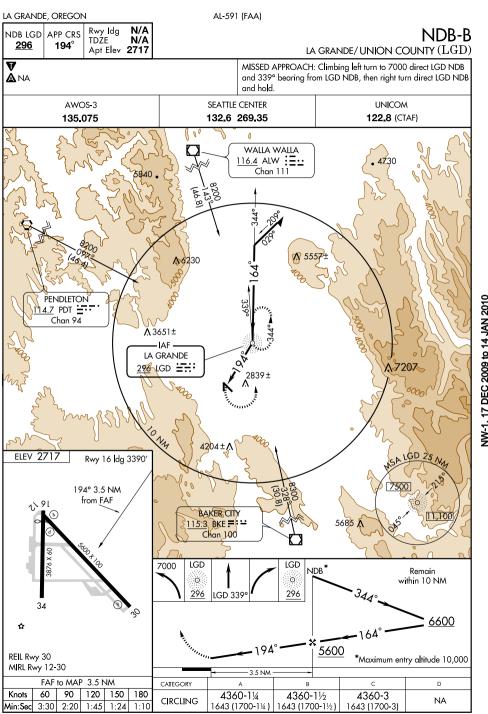


KLAMATH FALLS, OREGON AL-473 (FAA) VORTAC LMT Rwy Idg 10301 VOR/DME or TACAN RWY 14 APP CRS 115.9 TDŹE 4091 1340 KLAMATH FALLS (LMT) Apt Elev 4095 Chan **106** Cat E circling NA northeast of Rwy 14-32. MISSED APPROACH: Climb to 4900 then MALSE For inoperative MALSF increase S-14 Cat E visibility to 23/4, climbing right turn to 9200 via LMT R-164 A -1inoperative table does not apply to Cats B, C, and D. to MUREX/14 DME and hold, continue ASR/PAR Visibility reduction by helicopters NA. climb-in-hold to 9200 ATIS KINGSLEY APP CON★ KINGSLEY TOWER★ GND CON UNICOM 122.95 133.975 (CTAF) @ 257.8 121.9 348.6 126.5 263.0 123.675 270.8 8036 (IAF) NSA LMT 25 My 6841 MIXUP LMT 25) 8500 655 9500 270° 7800 7017 7260 (IF) HIVPO LMT [15] 5841 **PICIV** 5868 • LMT [15) 8208 5953 EYOWO LMT (8.8) Procedure NA for arrivals 6 98 at LMT VORTAC on 500 5030± ICUTU V-25 southbound. LMT 5 4774± - IAF MAFEG KLAMATH FALLS LMT [1.5) 115.9 LMT = 1 Chan 106 (IAF) 4420 **OLEBY** LMT [15) MISSED 4364 APCH 4P ₄₆₇₁∧ FIX **ELEV 4095** D 10 NM MUREX 6602 4169±**∧** LMT 14 134° 7.4 NM 4142 from FAF y۷ TDZE 4091 4173 A 9200 VGSI and descent angles not coincident. 4900 4143± MUREX **HIVPO** LMT [15) Δ **EYOWO** LMT 4122±∧ R-164 LMT [8.6] **ICUTU** LMT [5] LMT 8600 13₄∘ 3.4 3.50°. MAFEG TCH 50 LMT 1.5 6900 Procedure Turn 5580 NA ₹4182± 6.5 NM 3.6 NM -1.6 NM --- 1.9 -- 0.4 CATEGORY D 4860-3/4 4860-11/4 4860-21/4 S-14 4860-21/2 769 (800-21/2) REIL Rwy 25 769 (800-34) 769 (800-114) 769 (800-214) MIRL Rwy 7-25 (1) 4860-1 4980-11/4 4980-23/4 5060-3 5600-3 CIRCLING HIRL Rwy 14-32 (765 (800-1) 885 (900-11/4) 885 (900-23/4) 965 (1000-3) 1505 (1600-3)

NW-1 17 DEC 2009 to 14 JAN 2010

KLAMATH FALLS, OREGON AL-473 (FAA) VORTAC LMT Rwy Idg 10301 VOR/DME or TACAN RWY 32 APP CRS 115.9 TDŹE 4092 3280 KLAMATH FALLS (LMT) Apt Elev 4092 Chan 106 MISSED APPROACH: Climb to 5000 then climbing left V Cat. E procedure turn NA. MALSR turn to 8500 via LMT R-260 then climbing left turn to * Cat. E circling NA northeast of Rwy 14-32. 10000 direct LMT VORTAC. (TACAN aircraft continue ASR/PAR S-32 Cat. D visibility increased to RVR 6000 for climb on R-260 to 10000 to GIANT/16 DME and hold inoperative ALSF-1. East, left turns, 260 inbound.) KINGSLEY APP CON * KINGSLEY TOWER * GND CON ATIS UNICOM 123.675 270.8 126.5 263.0 133.975 (CTAF) 0 257.8 121.9 348.6 122.95 6198 KLAMATH FALLS 8 **∆** 5030 ± GIANT 15.9 LMT =-LMT [16] Chan 106 4774± 4420[^] ,080°i A 4364 ۸ 8500 to 4671 MT 6 DME 1489761 A 6602 LMT VW-1, 17 DEC 2009 to 14, IAN 2010 4 (IAF) LMT (9) 6619± SA LMT 25 My 328 (A) LMT 8300 10) 9300 7700 6800 328° (7) (IAF) 8000 NoP **ELEV** 4092 4169±Λ 8000 NoPT (IAF) LMT 17)Arc 4173/ 8500 5000 10000 LMT LMT 4143± Remain \Diamond 6 within 10 NM LMT 4122±∧ 115.9 R-260 1480 5258 X 100 LMT **VORTAC** LMT 10 7600 **-**328° 4 **TDZE** 4092 6800 6000 5300 ₹4182± 0.4 3 NM 2 NM 4 NM CATEGORY D Е C 328° 5.4 NM 4500/40 4500/24 408 (500-1/2) S-32 4500/50 408 (500-1) **REIL Rwy 25** from FAF 408 (500-34) MIRL Rwy 7-25 1 5000-3 5500-3 4840-1 4980-11/4 4980-234 CIRCLING* HIRL Rwy 14-32 0 748 (800-1) |888 (900-1¼) |888 (900-2¾) |908 (1000-3) |1408 (1500-3)





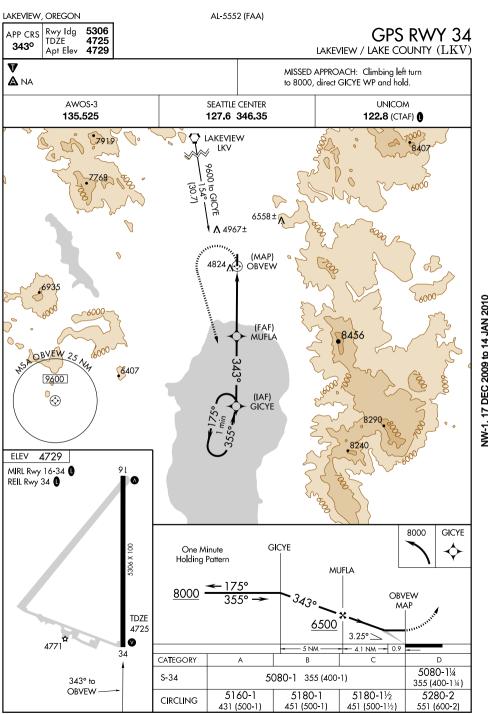
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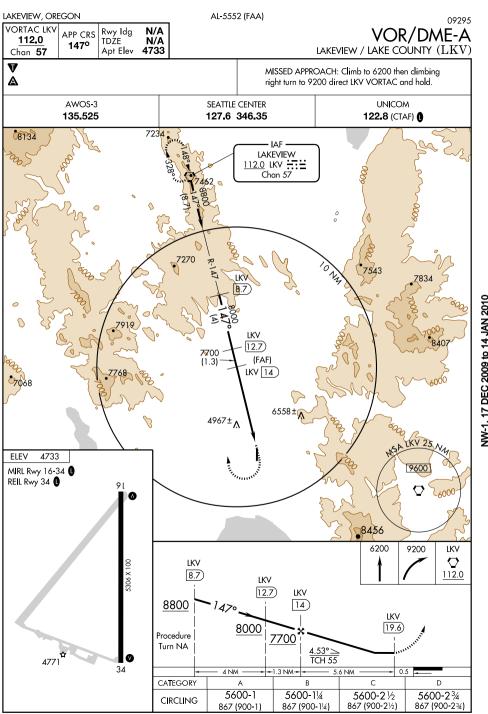
LA GRANDE, OREGON

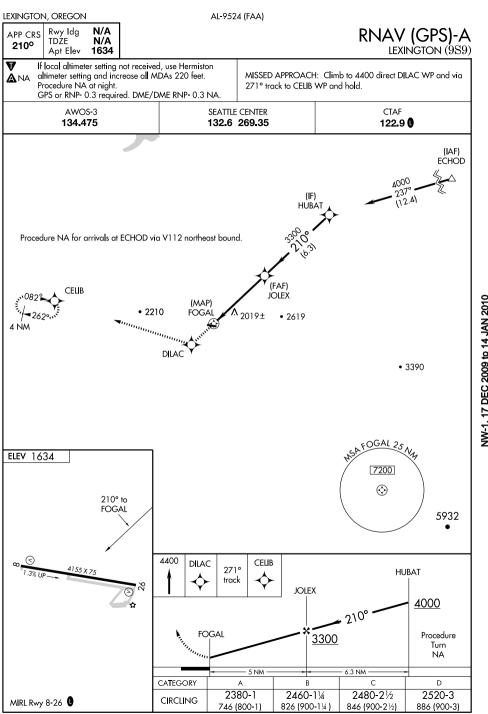
RNAV (GPS) RWY 16 LA GRANDE/UNION COUNTY (LGD)

NW-1, 17 DEC 2009 to 14, IAN 2010

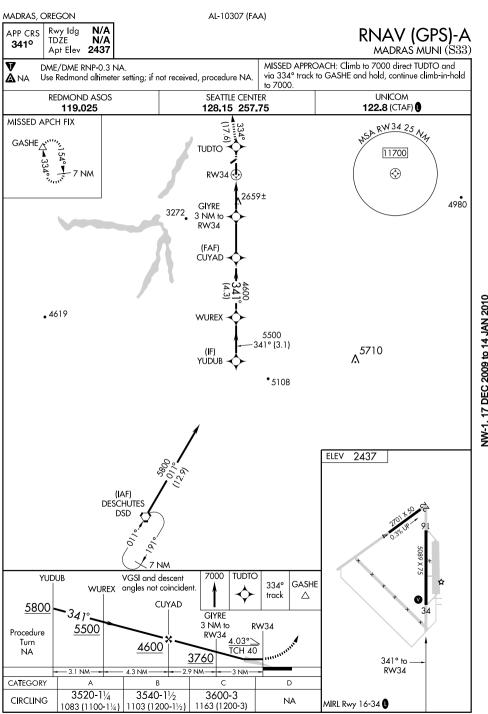
Apt Elev 2717 77 DMF/DMF RNP-0 3 NA MISSED APPROACH: Climb to 9000 direct HIPVO and via \mathbf{A} NA 139° track to NUDEQ and hold, continue climb-in-hold to 9000. If local altimeter setting not received procedure NA. AWOS-3 SEATTLE CENTER UNICOM 135,075 122.8 (CTAF) 132.6 269.35 (IAF) Procedure NA for arrivals at TOLGA TOLGA ATOKE via V357 northwest, and arrivals at 221°.A ATOKE via V182 northeast bound. RW 16 25 Ny USOWE 10900 6400 , 163° (4) \bigcirc **EGHEB** 163° 103° (FAF) LIPMY 2869± ∴3651± LPV-Fly visual, 7933 163°-4.5 NM RW16 MISSED APCH FIX ELEV 2717 Rwy 16 ldg 3390^s NUDEQ 163° to RW16 8 NM 15685 ر فا 9000 HIPVO **TDZE** Procedure NUDEQ 139° **USOWE** 2714 Turn track Δ **EGHEB** NA 7000 LPV, Fly visual -163 *5.3 NM to * LNAV only 163° 4.5 NM RW16 RW16 6400 GS 3.00° 4800 TCH 35 10 NM 4 NM 5.3 NM 1 NM CATEGORY LPV 4173-2 1459 (1500-2) 4173-3 1459 (1500-3) DA LNAV/ DA NA VNAV 4440-11/4 4440-11/2 LNAV MDA 4440-3 1726 (1800-3) **REIL Rwy 30** 1726 (1800-11/4) 1726 (1800-11/2) MIRL Rwy 12-30 4440-6 1723 (1800-6) CIRCLING

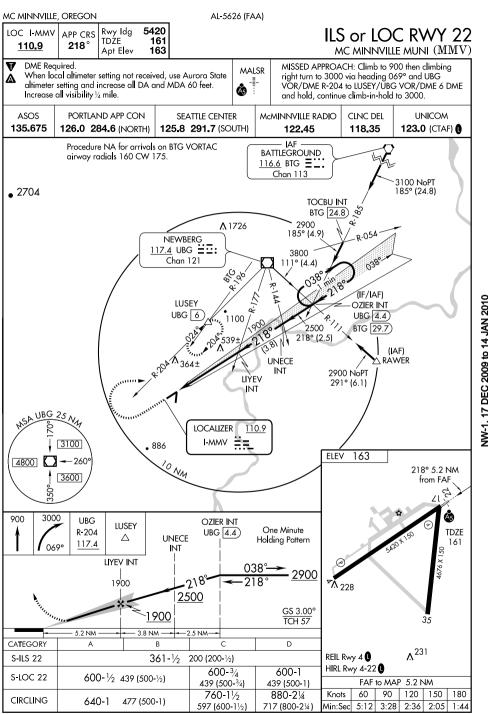


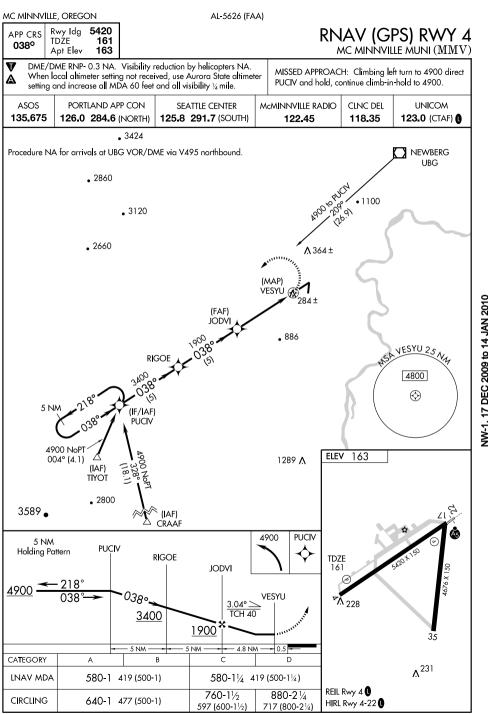


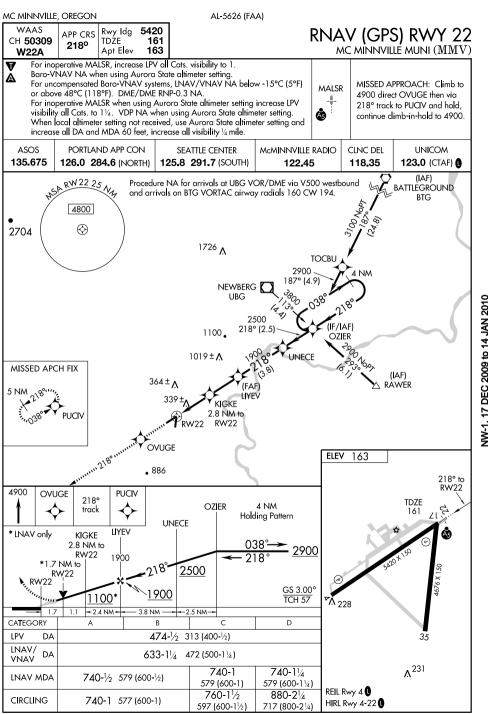


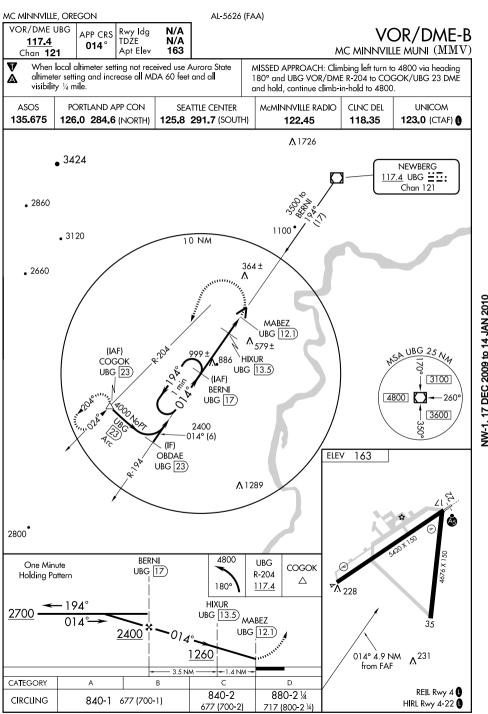
LEXINGTON, OREGON AL-9524 (FAA) Rwy Idg 4155 RNAV (GPS) RWY 8 APP CRS TDŹF 1613 082° LEXINGTON (9S9) Apt Elev 1634 v If local altimeter setting not received, use Hermiston MISSED APPROACH: Climbing left turn to 4400 direct altimeter setting and increase all MDAs 220 feet. **A**NA CELIB WP and hold. Procedure NA at night. GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA. CTAF AWOS-3 SEATTLE CENTER 122.9 0 134.475 132.6 269.35 KLICKITAT LTJ LOAMS 5500 (IAF) 400 FODIN 0880 235° (40.2) 4400 NOPT (15.71 (IF/IAF) (10) CELIB (FAF) 3200 FAVDA 0820 2210 NW-1, 17 DEC 2009 to 14, IAN 2010 262° (6.1) 4 NM (MAP) WALDA Procedure NA for arrival at BREED via V182 east bound. Procedure NA for arrival at LOAMS via V112 northeast bound. BRFFD Procedure NA for arrival on LTJ VOR/DME airway radials 032 CW 116. WALDA 25/12 **ELEV 1634** 7200 3558± **(** 4400 CELIB 4 NM **CELIB** Holding Pattern 4155 X 75 FAVDA **TDZE** 4400 1613 رو00 3.04°> WALDA TCH 44 3200 6.1 NM 4.6 NM CATEGORY Α 2120-1 LNAV MDA 507 (500-1) 2120-1/2 507 (500-1/2) 2380-1 2460-11/4 2480-21/2 2520-3 **CIRCLING** MIRL Rwy 8-26 **1** 746 (800-1) 826 (900-11/4) 846 (900-21/2) 886 (900-3)

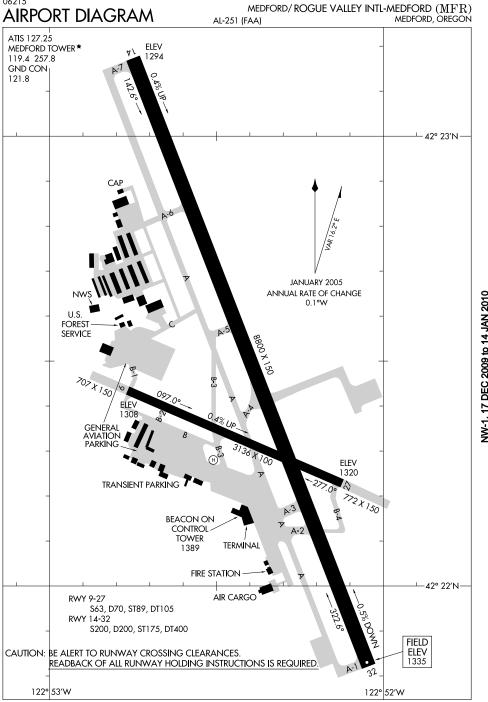


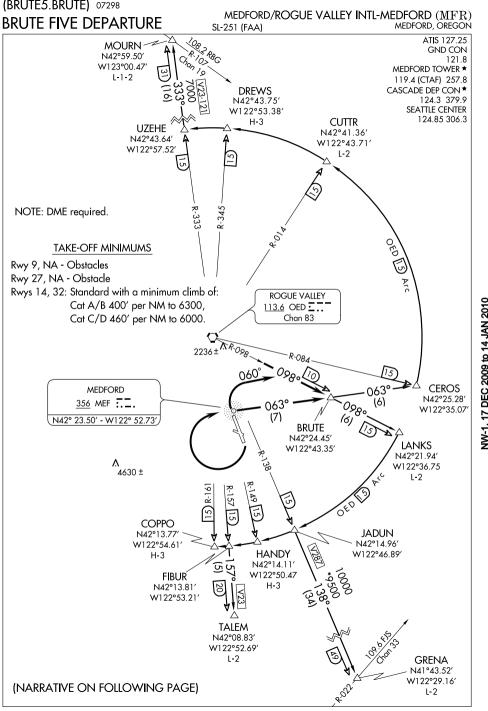












_	
DRUIE FIVE DEPARTURE	SL-251 (FAA)
BRUTE FIVE DEPARTURE	MEDFORD/ROGUE
(BRUTE5.BRUTE) 02332	////

ARTURE SL-251 (FAA) MEDFORD, ÖREGON

VALLEY INTL-MEDFORD (MFR)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 14: Climbing right turn direct to MEF NDB, depart MEF NDB 063° bearing outbound to BRUTE INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing right turn via 060° heading and OED R-098 to BRUTE

INT. Thence. . . .

. . . . via (transition) or (assigned route). Maintain 11000 or assigned altitude.

<u>COPPO TRANSITION (BRUTE5.COPPO)</u>: From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to COPPO DME.

CUTTR TRANSITION (BRUTES.CUTTR): From over BRUTE INT via MEF NDB bearing

<u>CUTTR TRANSITION (BRUTE5.CUTTR)</u>: From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to CUTTR DME.

DREWS TRANSITION (BRUTE5 DREWS): From over BRUTE INT via MEF NDB bearing

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to DREWS DME. GRENA TRANSITION (BRUTE5.GRENA): From over BRUTE INT via OED R-098 to

GRENA TRANSITION (BRUTE5.GRENA): From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to JADUN DME. Then via OED R-138 to GRENA INT.

 $\frac{\text{HANDY TRANSITION (BRUTE 5. HANDY)}}{\text{LANKS INT. Turn right and proceed via the OED 15 DME Arc to HANDY DME.}}$

LANKS TRANSITION (BRUTE5.LANKS): From over BRUTE INT via OED R-098 to

LANKS INT.

MOURN TRANSITION (BRUTES.MOURN): From over BRUTE INT via MEF NDB bearing

063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME. Then via OED R-333 to MOURN INT.

TALEM TRANSITION (BRUTE5.TALEM): From over BRUTE INT via OED R-098 to LANKS INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via

INT. Turn right and proceed via the OED 15 DME Arc to FIBUR DME. Then via OED R-157 to TALEM DME.

<u>UZEHE TRANSITION (BRUTE5.UZEHE)</u>: From over BRUTE INT via MEF NDB bearing 063° to CEROS INT. Turn left and proceed via the OED 15 DME Arc to UZEHE DME.

NW-1, 17 DEC 2009 to 14 JAN 2010

FAGIF THRFF DFPARTURE MEDFORD, OREGON SL-251 (FAA) ATIS 127.25 GND CON

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR)

MEDFORD TOWER★ 119.4 257.8 CASCADE DEP CON★ 124 3 379 9 SEATTLE CENTER

(EAGLE3.EAGLE) 07298

121.8

124.85 306.3 R-070 **ROGUE VALLEY** 113.6 OED ... 2318÷ Chan 83 N42°28.78′ - W122°54.78′ L-2. H-3

TAKE-OFF MINIMUMS RWY 32: 1700-3 or standard with minimum climb

of 300' per NM to 3000'.

RWYS 9, 14, and 27: Not authorized for this departure procedure. ATC climb rate of 410' per NM until passing 6300 required.

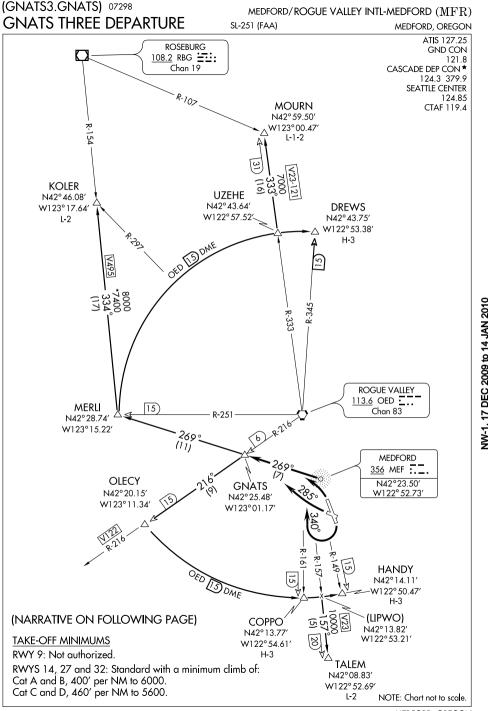
V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 32: Climbing right turn to heading 015°, maintain 11000' or assigned altitude, expect radar vectors to assigned route. Expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with ATC crossing the OED R-070, turn left, proceed direct OED VORTAC, continue climb in holding pattern (NW, right turn, 153° inbound) to minimum crossing altitude/minimum

enroute altitude before proceeding on course.



NW-1, 17 DEC 2009 to 14 JAN 2010

SL-251 (FAA) MEDFORD, OREGON

MEDFORD/ROGUE VALLEY INTL-MEDFORD (MFR.)

V

(GNATS3.GNATS) 05132

DEPARTURE ROUTE DESCRIPTION

bearing outbound to GNATS INT. Thence. . . . TAKE-OFF RUNWAY 27: Climbing right turn via 285° heading and MEF NDB 269° bearing outbound to GNATS INT. Thence. . . .

TAKE-OFF RUNWAY 32: Climbing left turn via MEF NDB 269° bearing outbound to GNATS INT. Thence.

. . . .via (transition) or (assigned route). Maintain 10,000' or assigned lower altitude.

COPPO TRANSITION (GNATS3.COPPO): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to COPPO DME.

DREWS TRANSITION (GNATS3.DREWS): From over GNATS INT via the MEF NDB

269° bearing to MERLI INT, then via the OED 15 DME Arc to DREWS DME.

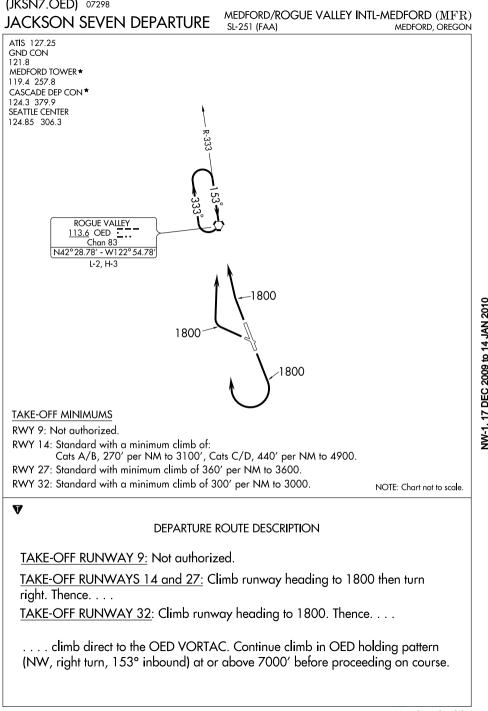
HANDY TRANSITION (GNATS3.HANDY): From over GNATS INT via the OED R-216 to OLECY INT, then via the OED 15 DME Arc to HANDY DME.

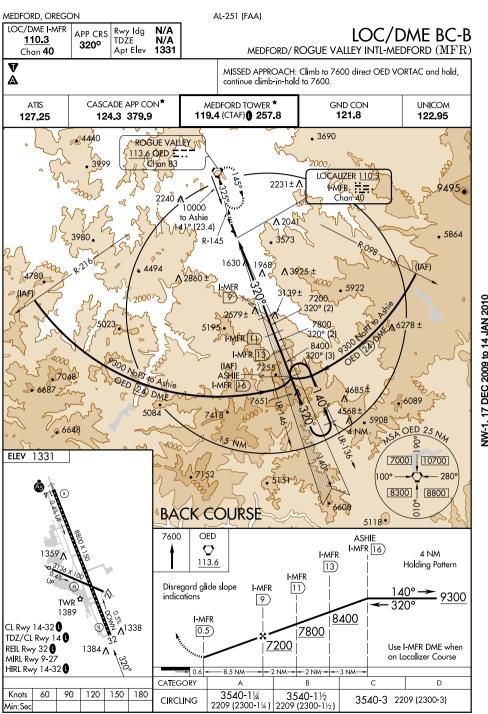
KOLER TRANSITION (GNATS3.KOLER): From over GNATS INT via MEF NDB 269° bearing to MERLI INT, then via RBG R-154 to KOLER INT.

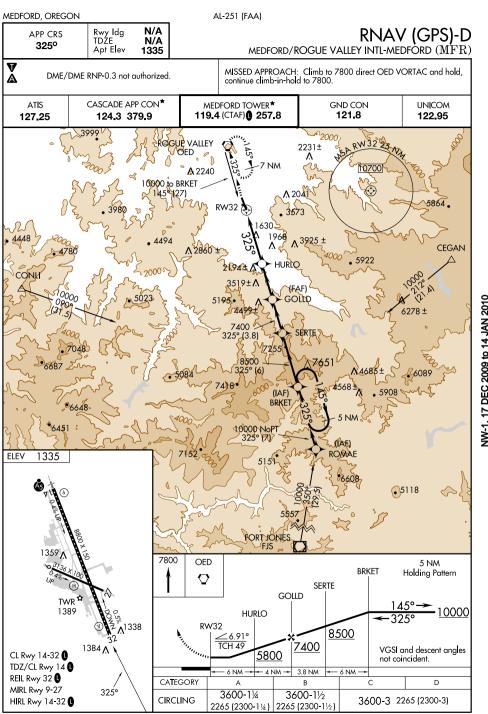
MOURN TRANSITION (GNATS3.MOURN): From over GNATS INT via MEF NDB 269° bearing to MERLI INT, then via the OED 15 DME Arc to intercept OED R-333 to

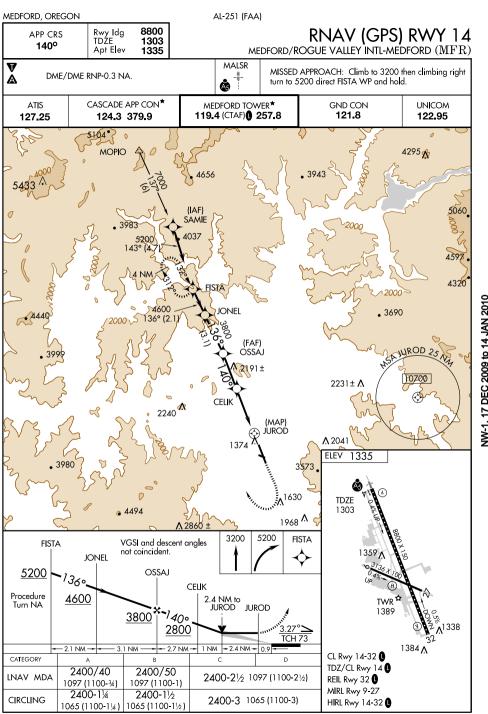
MOURN INT. TALEM TRANSITION (GNATS3.TALEM): From over GNATS INT via OED R-216 to OLECY INT, then via the OED 15 DME Arc to intercept OED R-157 to

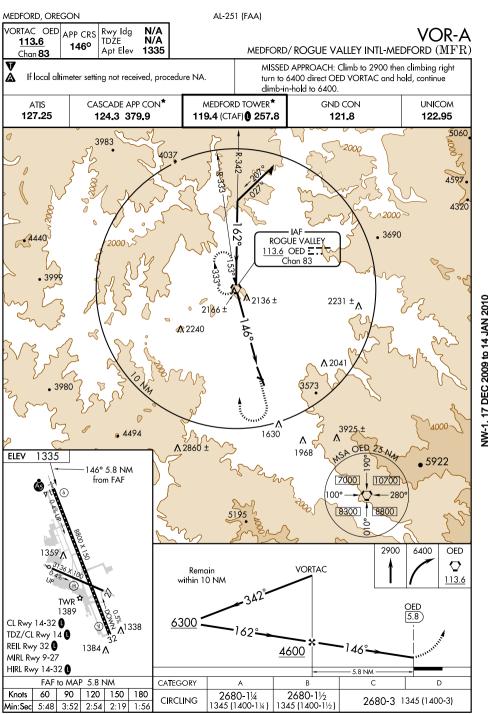
TAIFM DMF

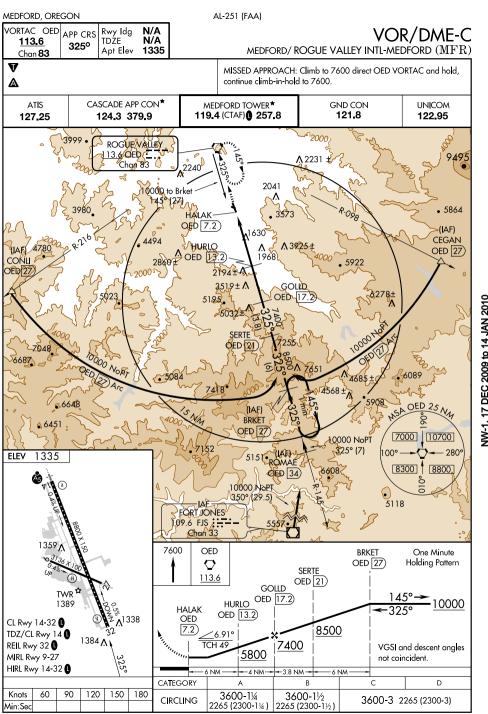


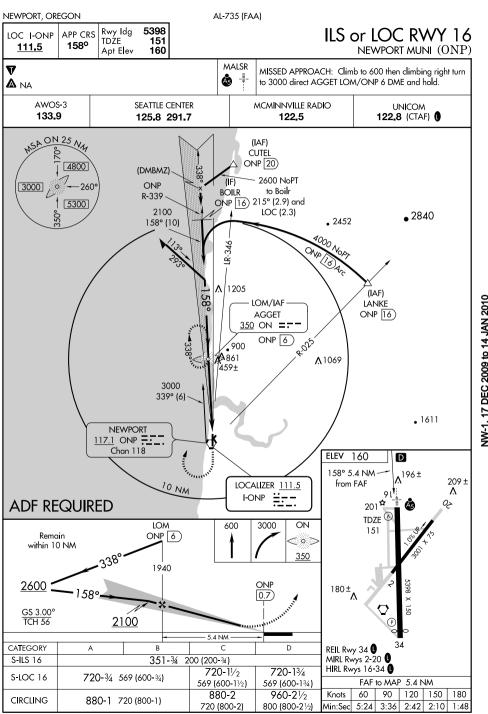


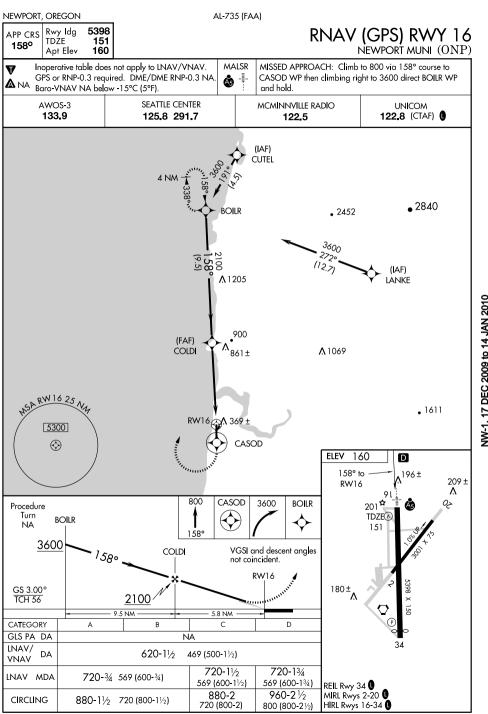


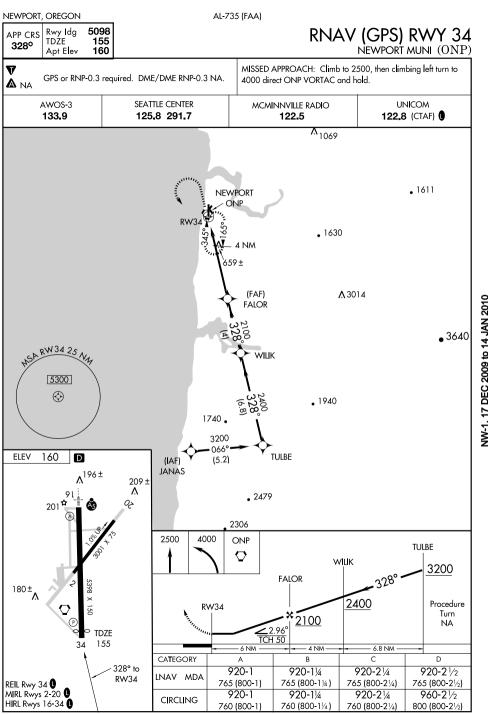


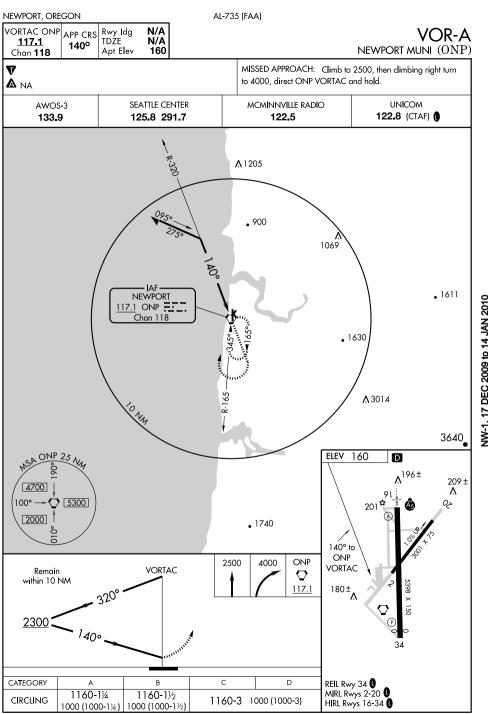


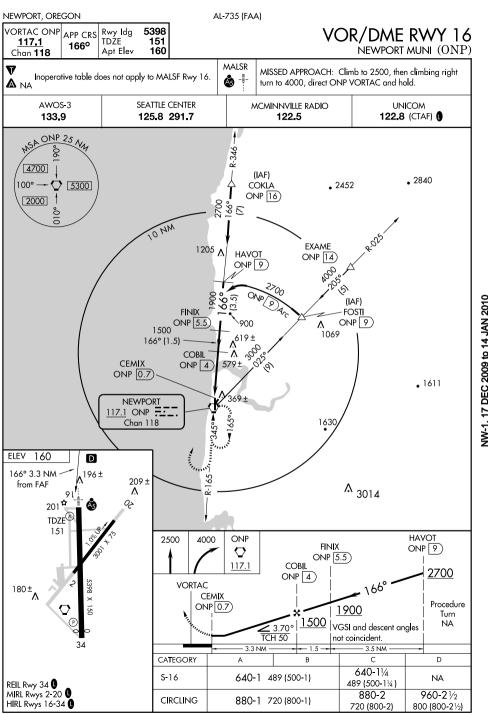


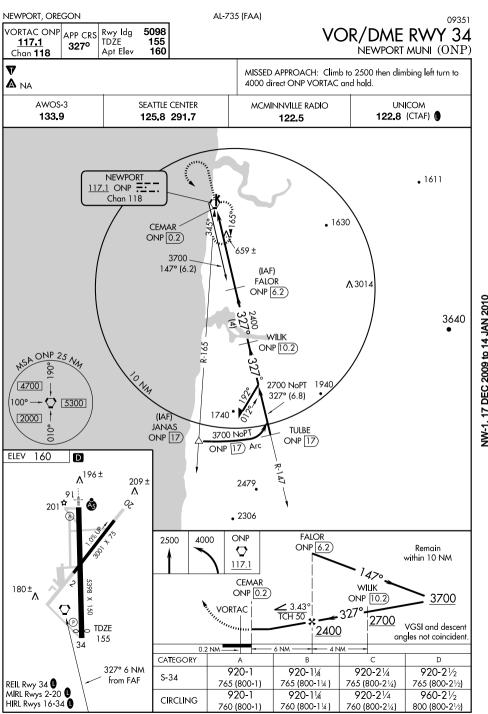


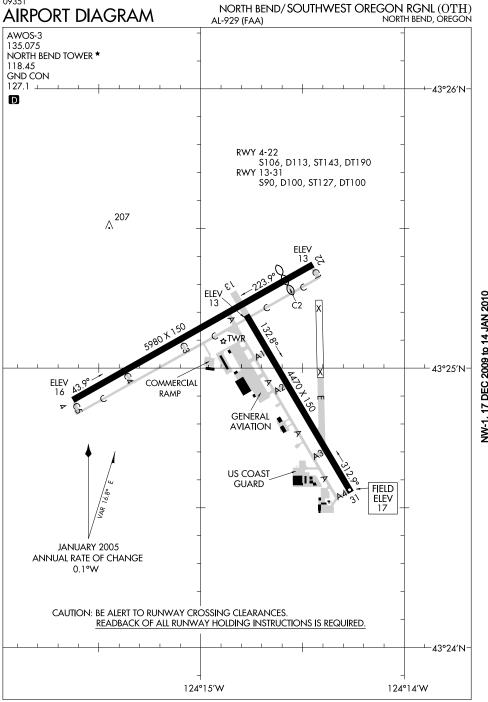


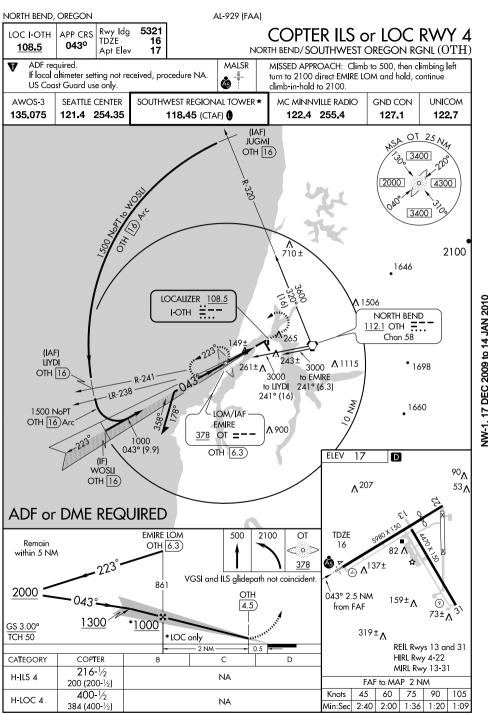


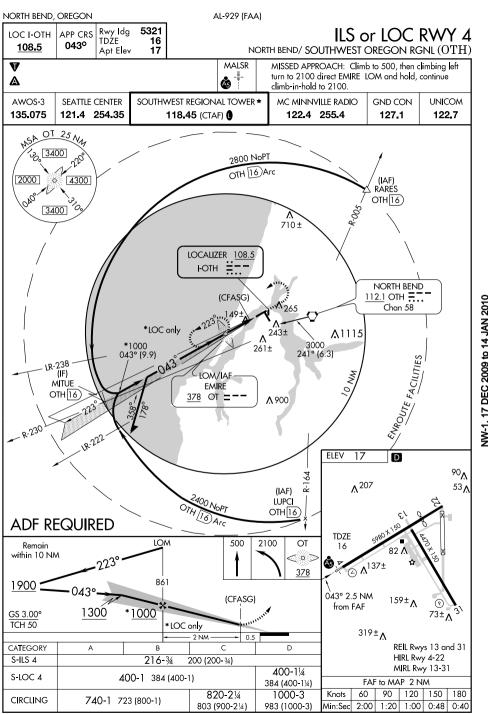


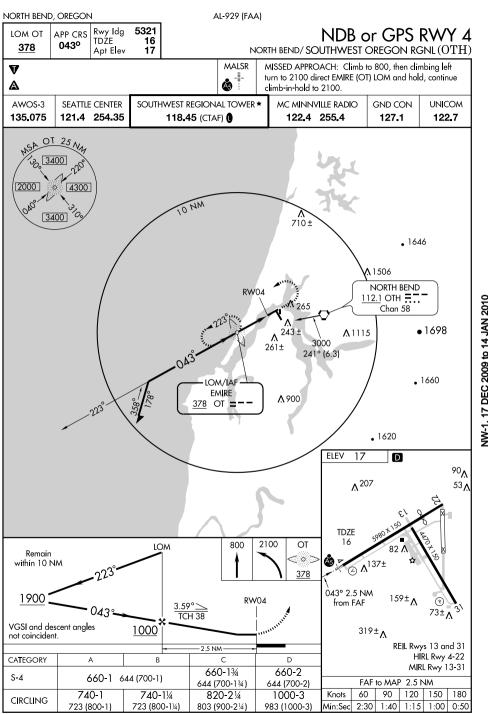


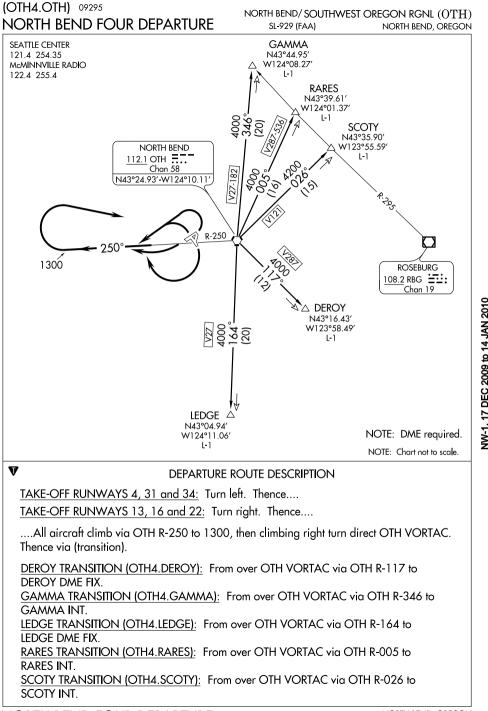


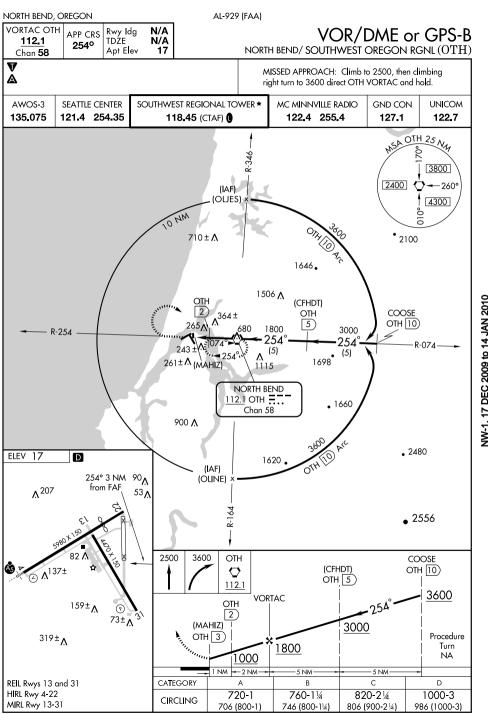


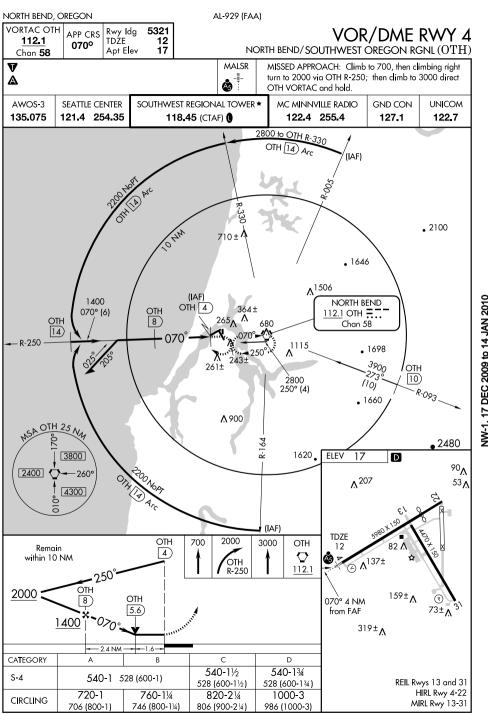


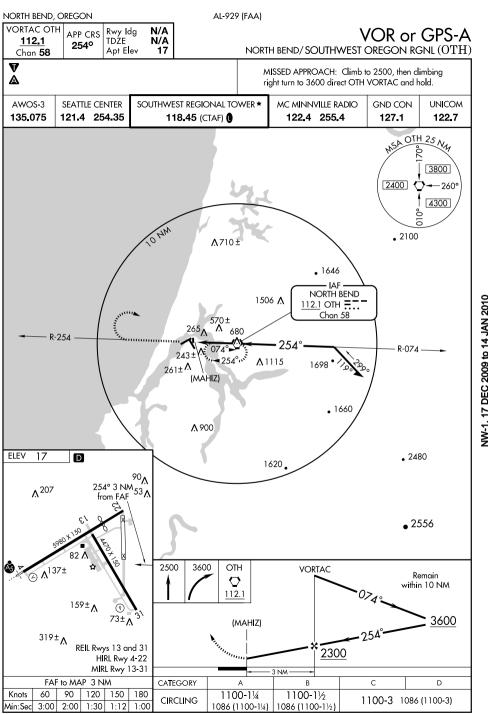


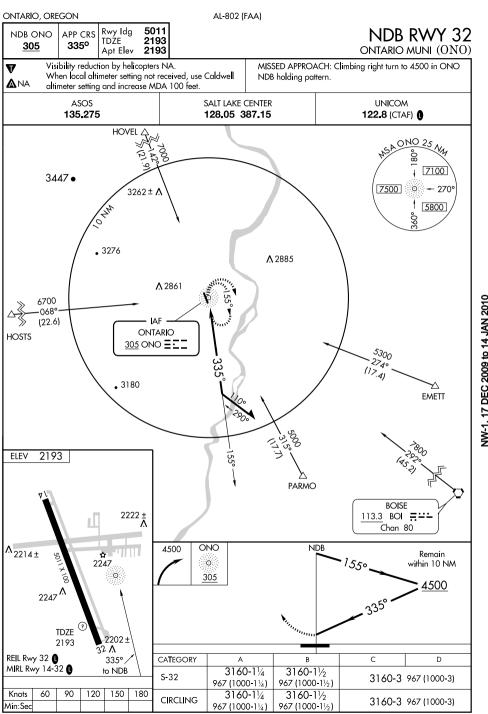




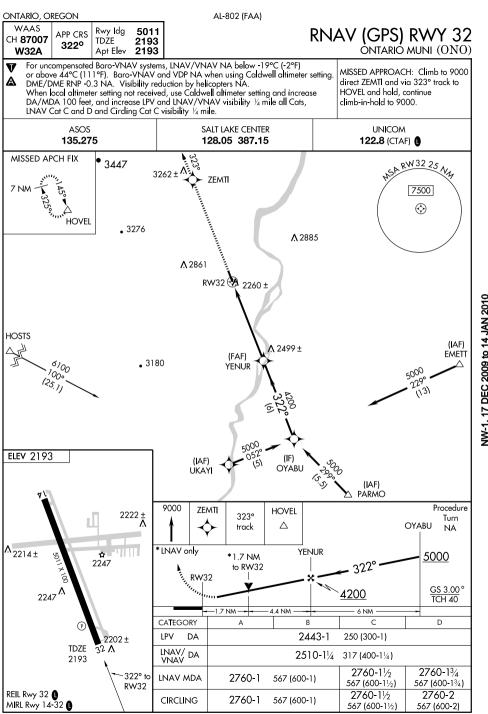


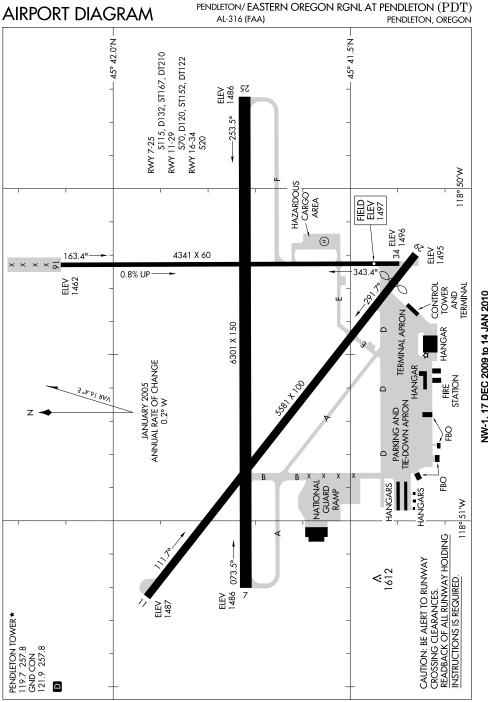






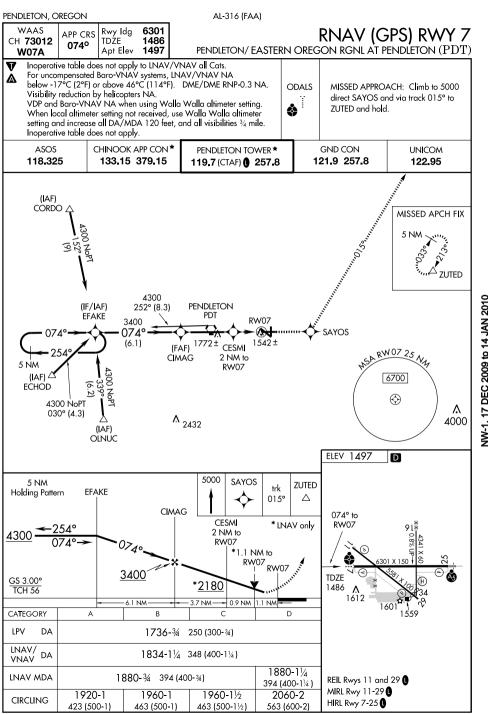
AL-802 (FAA) ONTARIO, OREGON WAAS 5011 Rwy Idg RNAV (GPS) RWY 14 APP CRS CH **78207** TDŹE 2193 1420 ONTARIÓ MUNI (ONO) W14A Apt Elev 2193 Baro-VNAV NA when using Caldwell altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 45°C (113°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Caldwell altimeter setting and increase DA/MDA 100 feet, and increase IPV visibility ½ mile all Cats, LNAV/VNAV visibility½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C ¼ mile. MISSED APPROACH: Climb to 9000 direct TUCUB and right turn via 241° track to LUYID and right turn via 342° track to HOVEL and hold. ASOS SALT LAKE CENTER UNICOM 135.275 128.05 387.15 122.8 (CTAF) (NEYGI 4843 7 NM 9000 HOVEL 223° (10) 4590 9000 042° 101 PIYID 🛆 (IF) JIRBU NW-1 17 DEC 2009 to 14 JAN 2010 KODGE 4500 142° (3.2) **3447** 3262 ± 3139 ± NSA RW 14 25 NZ (FAF) ZEMTI 7600 TEMAE TO HOVEL **FROM** 3.8 NM \bigcirc342° to RW14 . 3276 **∆** 2885 2458 ± Λ 2861 RW14 2193 **ELEV** ,,,,,,,,,, 241°,,,,,,, 142° to . 3180 **TUCUB** RW14 LUYID MISSED APCH Procedure 9000 **TDZE** TUCUR LUYID HOVEL Turn 2193 NA Δ JIRBU 241° 342° 2222 ± * LNAV only **KODGE** TFMAF 5500 1420. ZEMTI 3.8 NM to RW14 Λ_{2214±} 5000 ŵ 2247 GS 3.00° 4500 3420 TCH 40 3.2 NM 3.2 NM 3.2 NM -3.8 NM 2247 CATEGORY D LPV 2744-2 DA 551 (600-2) LNAV/ DA 2781-2 588 (600-2) VNAV 2202 ± 2720-11/2 2720-13/4 LNAV MDA 2720-1 527 (600-1) 527 (600-11/2) 527 (600-134) 2720-1 2760-1 2760-11/2 2760-2 REIL Rwy 32 1 CIRCLING MIRL Rwy 14-32 (527 (600-1) 567 (600-1) 567 (600-11/2) 567 (600-2)

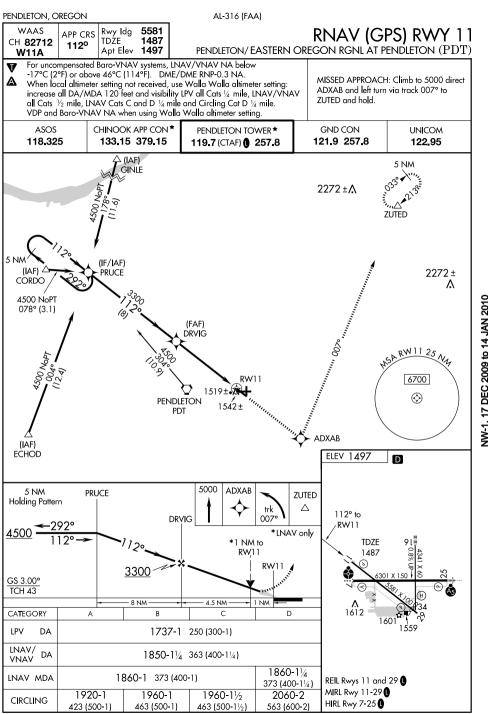


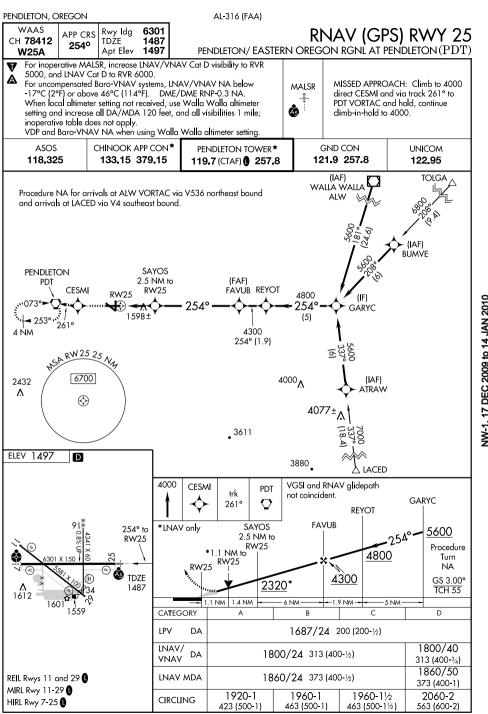


PENDLETON, OREGON AL-316 (FAA) Rwy Ida 6301 ILS or LOC/DME RWY 25 IOC I-PDT APP CRS TDŹE 1487 254° 110.3 PENDLETON/ EASTERN OREGON RGNL AT PENDLETON (PDT) Apt Elev 1497 DME from PDT VORTAC. Simultaneous reception of I-PDT and PDT VORTAC DME required. MALSR MISSED APPROACH: Climb When local altimeter setting not received, use Walla Walla altimeter setting and to 4000 direct PDT VORTAC increase all DA/MDA 120 feet, and S-LOC 25 Cat C/D visibility ¼ mile. and hold, continue climb-in-hold Å For inoperative MALSR when using Walla Walla altimeter setting increase S-ILS 25 visibility all Cats to 1 mile.

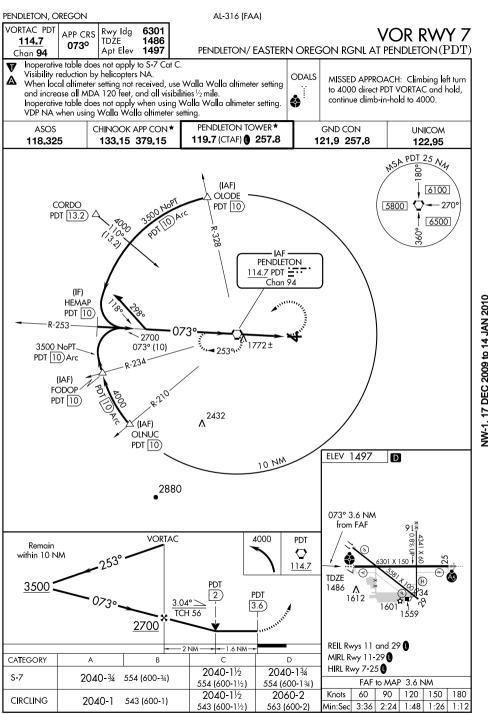
** RVR 1800 authorized with the use of FD or AP or HUD to DA, NA when using Walla Walla altimeter setina. UNICOM ASOS CHINOOK APP CON ★ PENDLETON TOWER * GND CON 122.95 121.9 257.8 118.325 133.15 379.15 119.7 (CTAF) 0 257.8 IAF-WALLA WALLA POT 20 Arc 116.4 ALW :=.. (IAF) Chan 111 GINIF PDT 20) (IAF) Procedure NA ZUTED for arrivals at PDT 20 AIW VORTAC via (IAF) 8-029 V3.57 northwest LACIB bound. PDT 20) P. Pgo PENDLETON 4090±∧ 114.7 PDT =--NW-1, 17 DEC 2009 to 14, IAN 2010 Chan 94 4197± (IF) GARYC 4300 4800 SAYOS PDT 20 (1.9) 254° (5) PDT 7.1 1656± R-253 <u>-</u> 073° 0749 1598± **-** 253°⋯ⁱ REYOT ALTERNATE FAVUB 108.4 PSC PDT [15] MISSED PDT [13.1) Chan 21 LOCALIZER 110.3 APCH 4000<u>A</u> % 5218 48 I-PDT <u>∷</u>...· 8 FIX ۸ NSA PDT 25 NA 2432 **GINLE** ^4077± PSC 14.7) Š 3611 15 Ny 6100 (IAF) 5800 - 270 3880 EYU<u>YA</u> **ELEV 1497** D PDT 20 (IAF) 6500 HEKPI .09 980 980 PDT 20 4000 PDT VGSI and ILS alidepath **GARYC** REYOT not coincident. \Diamond PDT 20) **FAVUB** PDT [15) 254° 8.5 NM 9 l×̃ PDT [13.1] 114.7 4341 X 6 from FAF 5600 254° * LOC only 4300 SAYOS Procedure 9 25 PDT 7.1 4800 PDT Turn 🚳 TDZE 4.6 NA 1487 **^** 1612 4300 GS 3.00° 2320 TCH 55 - 2.5 **-**6 NM -1.9 NM - 5 NM CATEGORY D Α S-ILS 25 ** 1687/24 200 (200-1/2) 1860/40 REIL Rwys 11 and 29 1 S-LOC 25 1860/24 373 (400-1/2) 373 (400-3/4) MIRL Rwy 11-29 🗓 1920-1 1960-1 1960-11/2 2060-2 CIRCLING HIRL Rwy 7-25 0 423 (500-1) 563 (600-2) 463 (500-1) 463 (500-11/2)

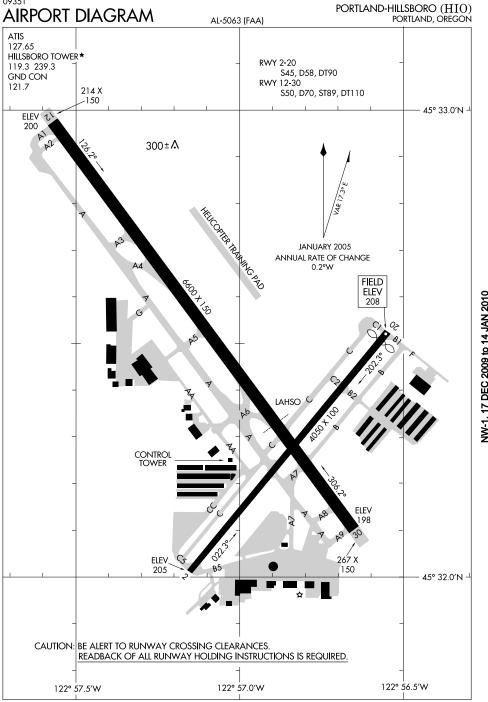






PENDLETON, OREGON AL-316 (FAA) 5125 WAAS Rwy Ida APP CRS RNAV (GPS) RWY 29 TDŹE 1497 CH 42513 2920 PENDLETON/EASTERN OREGON RGNL AT PENDLETON (PDT) Apt Elev 1497 W29A Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below MISSED APPROACH: Climb to 5000 A -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walla Walla altimeter setting: direct DRVIG and via track 332° to increase all DA/MDA 120 feet and visibility LPV all Cats ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cats C and D ¼ mile and Circling Cat D ¼ mile. VDP and Baro-VNAV NA when using Walla Walla altimeter setting. GINIE and hold ASOS CHINOOK APP CON * GND CON PENDLETON TOWER * UNICOM 118.325 133.15 379.15 121.9 257.8 122,95 119.7 (CTAF) 0 257.8 MISSED APCH FIX NSA RW 29 25 Ny GINLE Z"" 6700 DRVIG 5 NM **(** 6400 to SERDY PENDLETON C PDT ADXAB NW-1, 17 DEC 2009 to 14, IAN 2010 5 NM to RW29 4000 ^^{2679±} 2432 (FAF) 4077 ± CUPOK Λ 3611° SERDY NM 6400 NoPT 2660 (10.6) (IAF) 6400 NoPT ELEV 1497 HAGRD D 321° (15.2) (IAF) LÀCED 5000 VGSI and RNAV glidepath not coincident. DRVIG GINIF trk 7 NM SERDY 332° Δ Holding Pattern CUPOK *LNAV only ADXAB 5 NM to 6400 *0.9 NM to 292° RW29 301 X 150 RW29 RW29 4800 GS 3.00° 34 TDZE 3160* TCH 55 1497 0.9 -4.1 NM 4.9 NM 6.2 NM В C D CATEGORY 292° to 1747-1 250 (300-1) LPV DA **RW29** LNAV/ DA 1801-1 304 (400-1) VNAV 1860-11/4 REIL Rwys 11 and 29 LNAV MDA 1860-1 363 (400-1) 363 (400-11/4) MIRL Rwy 11-29 1 1920-1 1960-1 2060-2 1960-11/2 HIRL Rwy 7-25 1 CIRCLING 423 (500-1) 463 (500-1) 463 (500-11/2) 563 (600-2)





(CANBY7.CANBY) 05356 PORTLAND-HILLSBORO (HIO) CANBY SEVEN DEPARTURE SI-5063 (FAA)

PORTLAND, OREGON

BATTIFGROUND

116.6 BTG **Ξ'':**

Chan 113

CANBY N45°18.63' W122°45.89'

ATIS 127.65 GND CON

HILLSBORO TOWER★ 119.3 (CTAF) 239.3 PORTLAND DEP CON 126.0 284.6

TAKE-OFF MINIMUMS

121.7

Rwy 2: Standard with minimum climb of 307' per NM to 2700.

Rwy 12: Standard with minimum climb of 308' per NM to 2700. Rwy 20: Standard.

Rwy 30: Standard with minimum climb of 280' per NM to 2700. **NEWBERG** 117.4 UBG ≝ः

Chan 121

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple roads beginning 246' from DER, 3' right of centerline, up to 15' AGL/220' MSL. Rwy 12: Multiple trees beginning 1,842' from DER, 222' left of centerline, up to 125' AGL/324' MSL.

R-085

Multiple trees beginning 3,629' from DER, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20: Multiple trees and pole beginning 967' from DER, 118' left of centerline, up to 93' AGL/292' MSL. Vent on hangar 63' from DER, 428' left of centerline, 26' AGL/225' MSL.

Multiple trees and antenna on bldg beginning 965' from DER, 449' right of centerline, up to 74' AGL/273' MSL.

Rwy 30: Multiple trees beginning 1,664' from DER, 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from DER, 603' left of centerline, 26' AGL/215' MSL.

NOTE: Chart not to scale.

NW-1, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 2, 30: Turn right heading 110°, thence

TAKE-OFF RUNWAY 12: Turn left heading 110°, thence

TAKE-OFF RUNWAY 20: Turn left heading 090°, thence

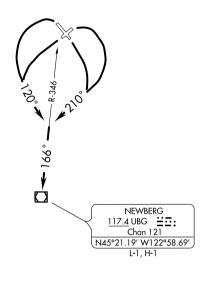
Intercept and proceed via BTG R-175 to CANBY INT. Thence via (assigned route).

(FARM4.UBG) 05356 PORTLAND-HILLSBORO (HIO) FARMINGTON FOUR DEPARTURE SL-5063 (FAA)

PORTLAND, OREGON

ATIS 127 65 GND CON 1217

HILLSBORO TOWER★ 119.3 (CTAF) 239.3 PORTLAND DEP CON 126.0 284.6



TAKE-OFF MINIMUMS

Rwy 2: Standard with minimum climb of 307' per NM to 2700. Rwys 12, 20: Standard.

Rwy 30: 200-14 or standard with minimum climb of 223' per NM to 500. Alternatively, with standard takeoff minimums and a normal 200' per NM

climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple roads beginning 246' from DER, 3' right of centerline, up to 15' AGL/220' MSL. Rwy 12: Multiple trees beginning 1,842' from DER, 222' left of centerline, up to 125' AGL/324' MSL.

Multiple trees beginning 3,629' from DER, 46' right of centerline, up to 143' AGL/332' MSL.

Rwy 20: Multiple trees and pole beginning 967' from DER, 118' left of centerline, up to 93' AGL/292' MSL. Vent on hangar 63' from DER, 428' left of centerline, 26' AGL/225' MSL.

Multiple trees and antenna on bldg beginning 965' from DER, 449' right of centerline, up to 74' AGL/273' MSL.

Rwy 30: Multiple trees beginning 1,664' from DER, 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from DER, 603' left of centerline, 26' AGL/215' MSL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

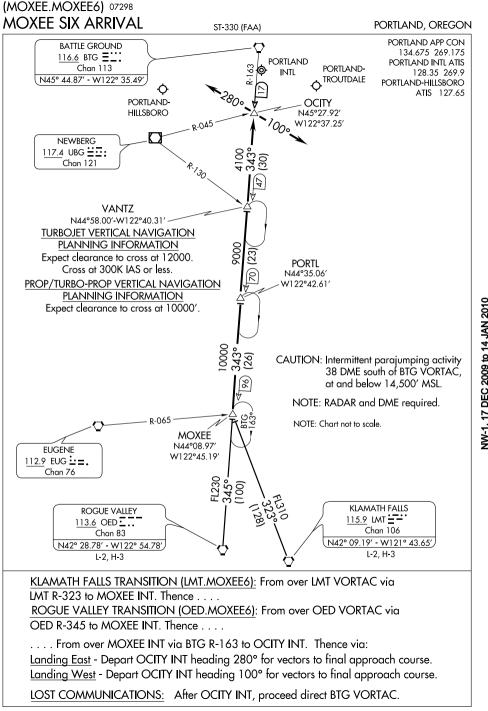
TAKE-OFF RUNWAYS 2, 12: Turn right heading 210°, thence

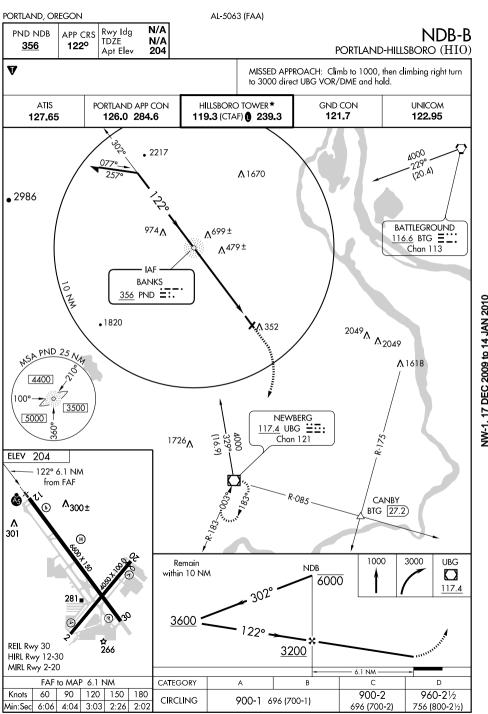
TAKE-OFF RUNWAYS 20, 30: Turn left heading 120°, thence

. Intercept and proceed via UBG R-346 to UBG VOR/DME. Thence via (assigned route).

(HELNS.HELNS4) 03135 HELNS FOUR ARRIVAL PORTLAND, OREGON ST-330 (FAA) PORTLAND APP CON 124.35 299.2 PORTLAND INTL ATIS 128.35 269.9 SEATTLE PORTLAND-HILLSBORO ATIS 116.8 SEA :-127.65 Chan 115 N47°26.12′-W122°18.58′ L-1, H-1 10000 19700 161° (71) **HELNS** N46°15.42′ W122°18.58′ **KRATR BATTLE GROUND** N46° 05.39′ - W122° 24.17′ 11<u>6.6</u> BTG <u>=∵:</u> NOTE: Maintain the last assigned altitude. Upon Chan 113 receipt of "Descend via the HELNS4": . . . N45°44.87′-W122°35.49 PROP/TURBOPROP: Cross at and maintain 10,000'. TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less. 280° 1100. **PORTLAND** INTL 6 PORTLAND-PORTLAND-TROUTDALE HILLSBORO C **AURORA** STATE NOTE: DME and RADAR required. NOTE: Chart not to scale. SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence.... LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course. LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

NW-1 17 DEC 2009 to 14 JAN 2010





PORTLAND, OREGON AL-5063 (FAA) WAAS 6600 Rwy Idg APP CRS RNAV (GPS) RWY 12 CH **69502** TDŹE 199 1240 PORTLÁND-HILLSBORO (HTO) 204 W12A Apt Elev For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. MISSED APPROACH: Climb to 3000 MALSR If local altimeter setting not received, use Portland Intl altimeter setting and direct ZABAX and via 176° track to increase all DAs/MDAs 60 feet. UBG VOR/DME and hold, continue VDP NA when using Portland Intl altimeter setting å i climb-in-hold to 3000. For inoperative MALSR, increase LPV all Cats visibility to 11/2, and LNAV Cat D visibility 11/4. Baro-VNAV NA when using Portland Intl altimeter setting HILLSBORO TOWER★ ATIS PORTLAND APP CON GND CON UNICOM 127,65 126.0 284.6 119.3 (CTAF) @ 239.3 121.7 122.95 (IF/IAF) DÚCKÁ (IAF) 3700 NOPT (8.1) BATTLE GROUND 2265 4500 2905 BTG 257 _2217 (26.9) Λ 1670 COUVE 2986 3706 (FAF) DOLLA 2900 123° (3.1) NW-1, 17 DEC 2009 to 14, IAN 2010 . 3294 974 JIKIM 4.2 NM to $363 \pm$ RW12 . 3534 2049 1820 ° $\Lambda_{\Lambda_{2049}}$ ZABAX Λ1618 RW1225 Ny . 2704 5000 1726 **^** 204 ELEV **NEWBERG** UBG 124° to RW12 VGSI and RNAV glidepath not coincident. 3000 ZABAX UBG 176° **TDZE DUCKA** 5 NM track 12 199 COUVE Holding Pattern Λ_{300±} DOLLA JIKIM *LNAV only 4.2 NM to 301 RW12*1.2 NM to 123°. RW12 3300 1240 RW12 GS 3.00° 2900 *1560 TCH 54 7.7 NM 3.9 NM 281 CATEGORY D Α IPV 598-1 DA 399 (400-1) LNAV/ DA 651-1 452 (500-1) VNAV **☆** 266 620-3/4 620-1 620-1/2 421 (500-1/2) LNAV MDA REIL Rwy 30 421 (500-3/4) 421 (500-1) HIRL Rwy 12-30 760-2 CIRCLING 680-11/2 476 (500-11/2) MIRL Rwy 2-20 556 (600-2)

(SCAPO4.SCAPO) 05356 PORTLAND-HILLSBORO (HIO) SCAPO FOUR DEPARTURE SL-5063 (FAA) PORTLAND, OREGON ATIS 127.65 **SCAPO** BATTIFGROUND GND CON N45°45.13' 11<u>6.6</u> BTG **Ξ∵**: 121.7 W123°01.70′ HILLSBORO TOWER★ Chan 113 119.3 (CTAF) 239.3 PORTLAND DEP CON R-250 126.0 284.6 28_{1°} 24 LOCALIZER 110.5 I-PDX Chan 42 **NEWBERG** 117.4 UBG **ΞΞ**: Chan 121 TAKE-OFF MINIMUMS

TAKE-OFF OBSTACLE NOTES

Rwy 2: Multiple roads beginning 246' from DER, 3' right of centerline, up to 15' AGL/220' MSL.

Rwy 12: Multiple trees beginning 1,842' from DER, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3,629' from DER, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20: Multiple trees and pole beginning 967' from DER, 118' left of centerline, up to 93' AGL/292' MSL.

Rwy 2: Standard.

to 2700. Rwy 20: Standard.

Rwy 12: Standard with minimum climb of 308' per NM

Rwy 30: 200-11/4 or standard with minimum climb of

223' per NM to 2700.

Vent on hangar 63' from DER, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on bldg beginning 965' from DER, 449' right of centerline, up to

74' AGL/273' MSL.

Rwy 30: Multiple trees beginning 1,664' from DER, 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from DER, 603' left of centerline, 26' AGL/215' MSL.

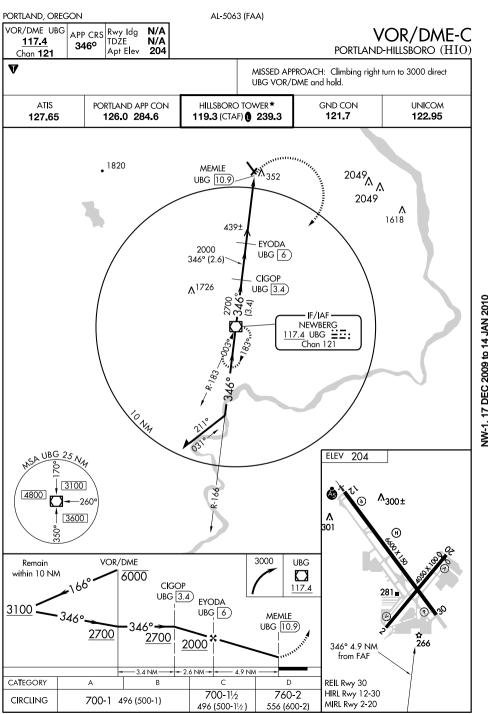
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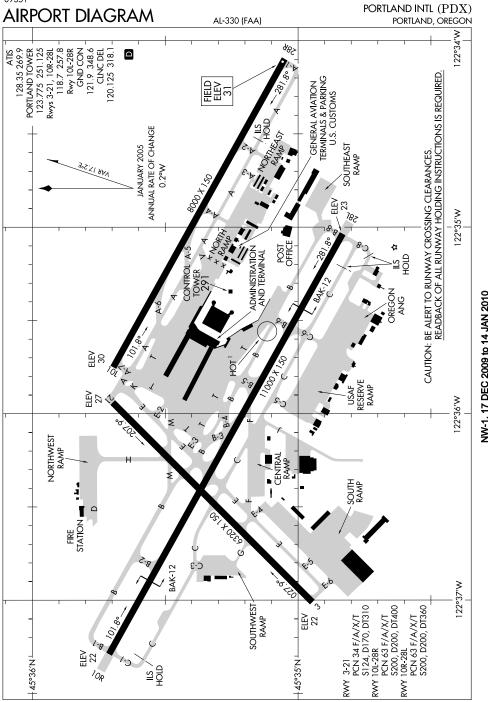
DEPARTURE ROUTE DESCRIPTION

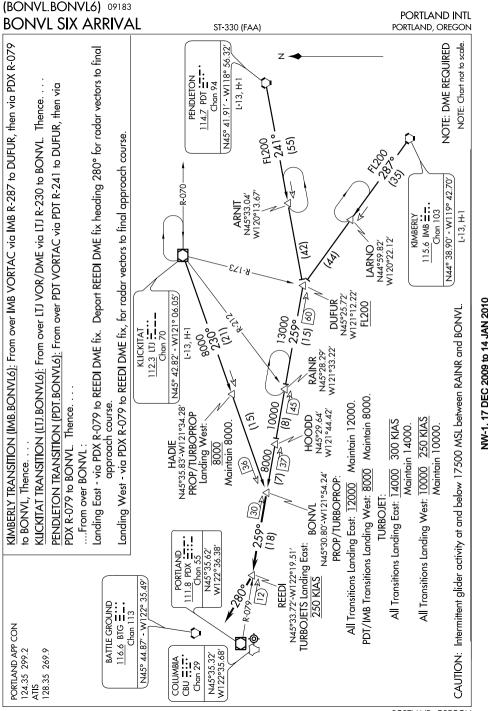
TAKE-OFF RUNWAYS 2, 12, AND 20: Turn left heading 280°, thence

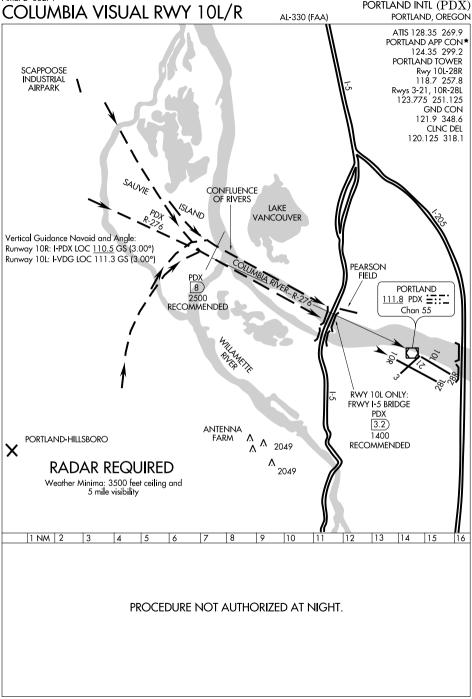
TAKE-OFF RUNWAY 30: Climb via heading 303°, thence Intercept and proceed via UBG R-334 to SCAPO INT, thence via (assigned route).

NW-1, 17 DEC 2009 to 14 JAN 2010



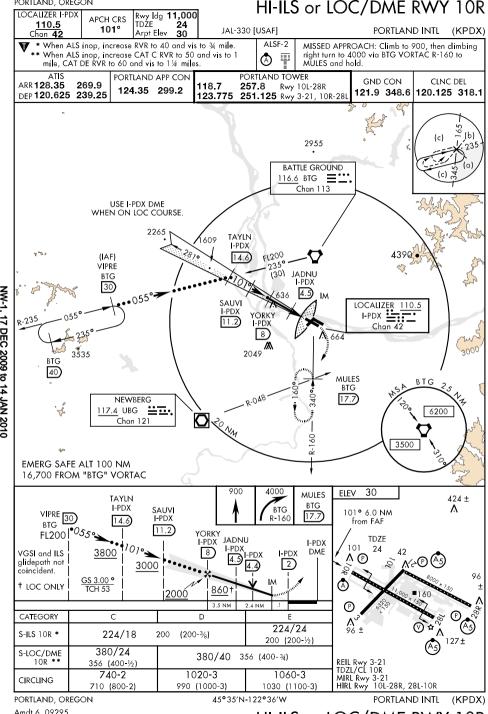


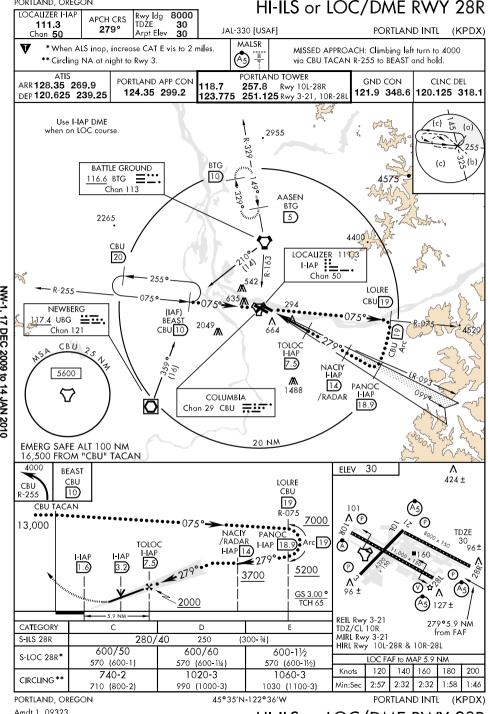




(HELNS.HELNS4) 03135 **HELNS FOUR ARRIVAL** PORTLAND, OREGON ST-330 (FAA) PORTLAND APP CON 124.35 299.2 PORTLAND INTL ATIS 128.35 269.9 SEATTLE PORTLAND-HILLSBORO ATIS 116.8 SEA :-127.65 Chan 115 N47°26.12′-W122°18.58′ L-1, H-1 10000 19700 161° (71) **HELNS** N46°15.42′ W122°18.58′ **KRATR BATTLE GROUND** N46° 05.39′ - W122° 24.17′ 11<u>6.6</u> BTG <u>=∵:</u> NOTE: Maintain the last assigned altitude. Upon Chan 113 receipt of "Descend via the HELNS4": . . . N45°44.87′-W122°35.49 PROP/TURBOPROP: Cross at and maintain 10,000'. TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less. 280° 1100. **PORTLAND** INTL 6 PORTLAND-PORTLAND-TROUTDALE HILLSBORO C **AURORA** STATE NOTE: DME and RADAR required. NOTE: Chart not to scale. SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence.... LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course. LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

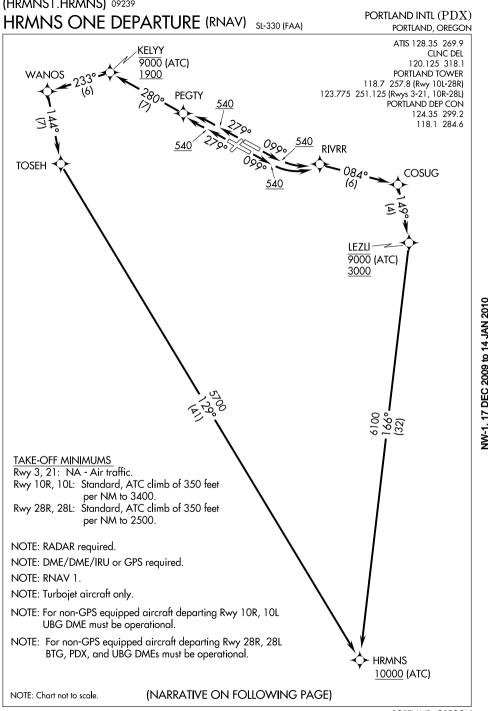
NW-1 17 DEC 2009 to 14 JAN 2010





PORTLAND, OREGON HI-TACAN RWY 10R Rwy Idg 11,000 TDZE 24 TACAN CBU APCH CRS Chan **29** 106° JAL-330 [USAF] PORTLAND INTL (KPDX) Arpt Elev 30 ALSF-2 MISSED APPROACH: Climb to 4000 via CBU TACAN * When ALS inop, increase CAT C RVR to 50 and vis to 1 mile. (Ā) R-099 to WITTY/CBU 10 DME and hold. ATIS PORTLAND TOWER PORTLAND APP CON GND CON CLNC DEL ARR 128.35 269.9 118.7 257.8 Rwy 10L-28R 124.35 299.2 121.9 348.6 120 125 318 1 DEP 120,625 239,25 123.775 251.125 Rwy 3-21, 10R-28L R-286 (IAF) MARGO CBU 2955 • 35) CBU 45) BATTLE GROUND 116.6 BTG CBU 20) COLUMBIA Π Chan 29 CBU CBU WITTY [5] CBU Λ" 664 10 2049 🗥 CBU 5700 ᠕ CBU 1488 15 20 NM EMERG SAFE ALT 100 NM 16,500 4000 **ELEV** 30 ۸ WITTY MARGO R-286 424 ± CBU CBU 106° to 10 35) R-099 TACAN 20 FL200 100 101 TDZE 11 ∧ (P) 24 6000 **TACAN** 96± (Ā) 3500 1700 600 ^° 96 ± 127± CATEGORY С (A_5) 380/24 S-10R * 380/50 356 (400 - 1)REIL Rwy 3-21 TDZL/CL 10R 356 (400-1/2) 740-2 1020-3 1060-3 MIRL Rwy 3-21 **CIRCLING** HIRL Rwy 10L-28R, 28L-10R 990 (1000-3) 710 (800-2) 1030 (1100-3) 45°35′N-122°36′W (KPDX) PORTLAND, OREGON PORTLAND INTL Oria 00323

NW-1, 17 DEC 2009 to 14 JAN 2010



HRMNS ONE DEPARTURE (RNAV) SL-330 (FAA)

PORTLAND INTL (PDX) PORTLAND, OREGON

V

(HRMNS1.HRMNS) 09239

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 149° track to cross LEZLI at or below 9000 (ATC)/3000, then via 166° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to

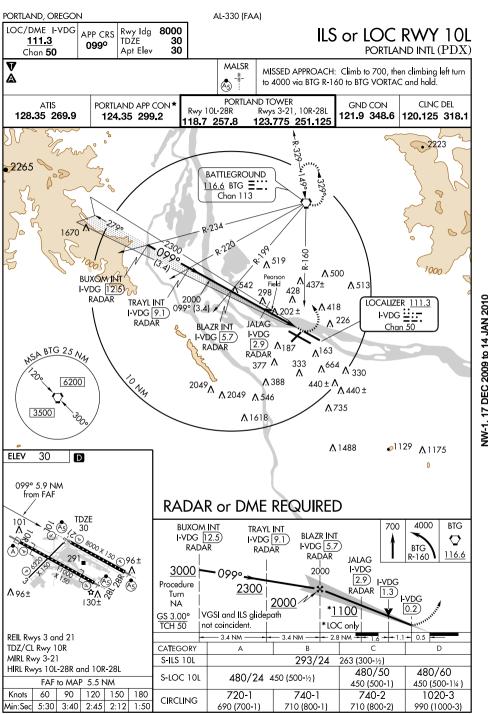
Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline,

WANOS, and via 144° track to TOSEH, and via 129° track to HRMNS, cross HRMNS at or above 10000 (ATC), thence....maintain assigned altitude, expect filed altitude 10 minutes after departure.

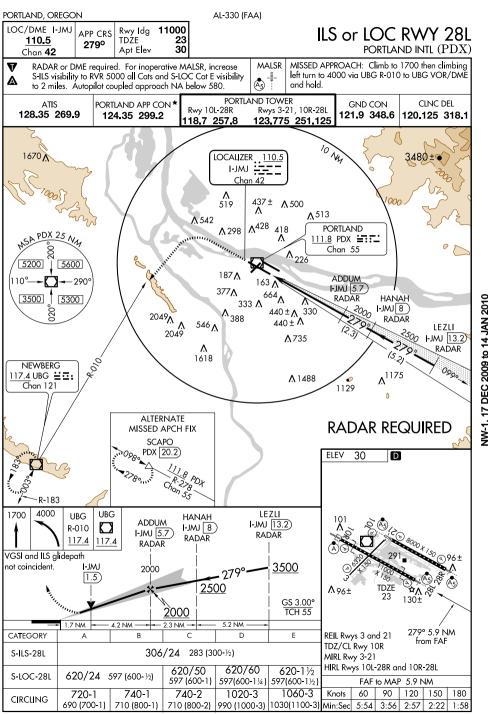
up to 17' AGL/60' MSL. Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL

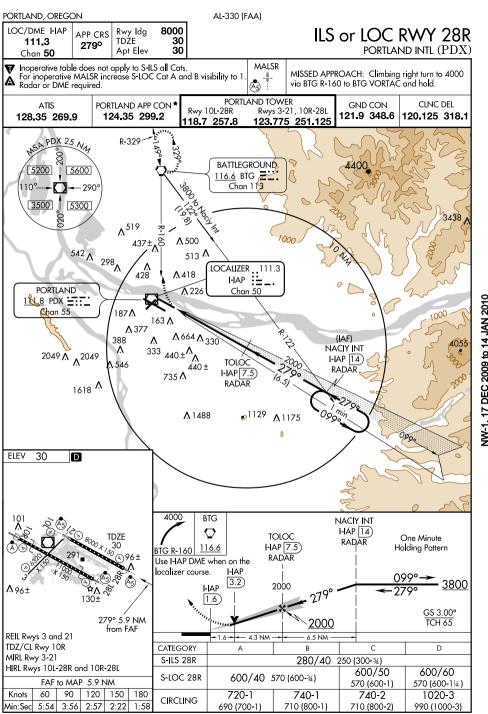
TAKE-OFF OBSTACLE NOTES

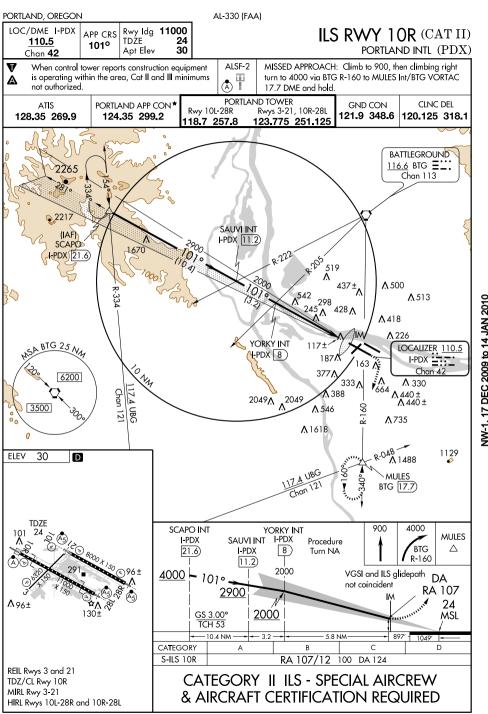
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL. Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.



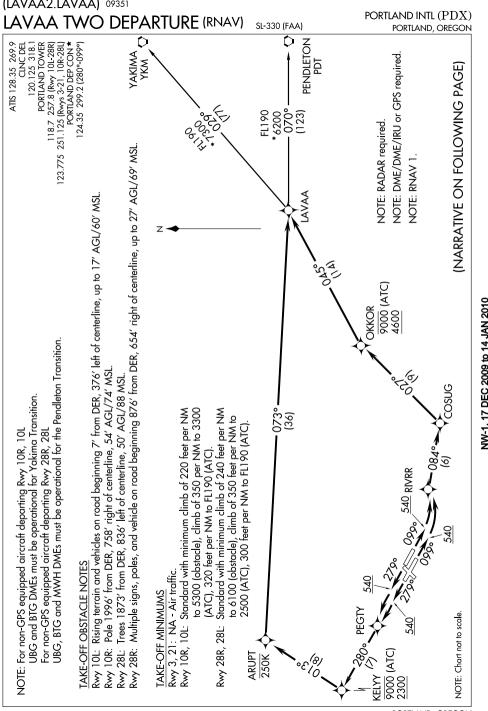
AL-330 (FAA) PORTLAND, OREGON LOC/DME I-PDX Rwy Ida 11000 ILS or LOC RWY 10R APP CRS TDŹE 24 110.5 101° PORTLAND INTL (PDX) Apt Elev 30 Chan 42 MISSED APPROACH: Climb to When control tower reports construction equipment is operating within the area, ALSF-2 Cat II and III minimums not authorized. 900, then climbing right turn to For inoperative ALSF-2 increase S-ILS Cat E visibility to RVR 4000. For inoperative ALSF-2 increase S-LOC Cat E visibility to 3 miles. 4000 via BTG R-160 to MULES Int/BTG VORTAC 17.7 DME For inoperative ALSF-2 increase DME minimums S-LOC 10R Cat E visibility to RVR 6000. and hold PORTLAND TOWER CLNC DEL PORTLAND APP CON* GND CON **ATIS** Rwy 10L-28R Rwys 3-21, 10R-28L 124.35 299.2 121.9 348.6 128.35 269.9 120.125 318.1 118.7 257.8 123,775 251,125 **BATTLEGROUND** SAUVI INT 116.6 BTG **Ξ''**: (IAF) I-PDX 11.2 29₀₀ SCAPO 0% J-PDX 21.6 R-222 8.50s 2000 **∧** 500 437±∧ 010 **∆**513 Λ418 NW-1, 17 DEC 2009 to 14 .IAN 2010 YORKY INT **∆** 226 IADNI I-PDX 8 LOCALIZER 110.5 I-PDX I-PDX 163**/** 187 Chan 42 BTG 25 Ny 333**V** $\Lambda 330$ 388 **∧** 440 ± ^²⁰⁴⁹ 2049∧ 'n_{440 ±} **∧** 546 9 6200 Chan 121 117.4 곺 Λ735 **∧** 1618 , UBC 3500 R-048 1129 **∧** 1488 117.4 UBG MULES BTG [17.7) Ţ ELEV 30 D Chan SCAPO INT **SAUVI INT** 4000 900 101° 5.9 NM I-PDX 21.6 I-PDX **MULES** from FAF YORKY INT 11.2 BTG Δ JADNU I-PDX 8 4000 R-160 I-PDX 101°**~** 2000 * LOC only 4.5) I-PDX I-PDX Procedure 2900 2.9 2 Turn NA **TDZE** 860 VGSI and ILS glidepath 2000 GS 3.00° 24 TCH 53 not coincident. 10.4 NM 3.2 -3 4 NM-0.8 **Λ**96± CATEGORY В D Ε 130± 224/24 S-ILS 10R 224/18 200 (200-1/2) 200 (200-1/2) 860/24 860/40 860-2 860-21/4 860-21/2 S-LOC 10R 836 (900-1/2) 836 (900-3/4) 836 (900-2) REIL Rwys 3 and 21 836 (900-21/4) 836 (900-21/2) TDZ/CL Rwy 10R 860-1 860-11/4 860-21/2 1020-3 1060-3 CIRCLING MIRL Rwy 3-21 830 (900-1) |830 (900-11/4) |830 (900-21/2) | 990 (1000-3) 1030(1100-3) HIRL Rwys 10L-28R and 10R-28L DME MINIMUMS FAF to MAP 5.9 NM S-LOC 10R 380/24 356 (400-1/2) 380/40 356 (400-34) 60 90 120 150 180 720-1 740-1 1020-3 1060-3 Knots 740-2 CIRCLING 1:58 Min:Sec 5:54 3:56 2:57 2:22 710 (800-1) 710 (800-2) 990 (1000-3) 1030(1100-3)







PORTLAND, OREGON AL-330 (FAA) LOC/DME I-PDX Rwy Idg 11000 ILS RWY 10R (CAT III) APP CRS TDŹE 24 110.5 1010 PORTLAND INTL (PDX) Apt Elev 30 Chan 42 ALSF-2 MISSED APPROACH: Climb to 900, then climbing right When control tower reports construction equipment is operating within the area, Cat II and III minimums turn to 4000 via BTG R-160 to MULES Int/BTG VORTAC Ŧ A (Å) not authorized. 17.7 DME and hold. PORTLAND TOWER CLNC DEL PORTLAND APP CON* ATIS GND CON Rwy 10L-28R Rwys 3-21, 10R-28L 121.9 348.6 128.35 269.9 124.35 299.2 120,125 318,1 118.7 257.8 123.775 251.125 BATTLEGROUND 116.6 BTG =::: Chan 113 SAUVI INT (IAF) I-PDX 11.2 SCAPO R-222 1-PDX 21.6) **∧**⁵¹⁹ 437± **∆** 500 ∆⁵⁴² **∆**513 NW-1, 17 DEC 2009 to 14, IAN 2010 ۸²⁹⁸ **∧** 428 **∧**418 **∆** 226 YORKY INT A BTG 25 Ny 117± LOCALIZER 110.5 4-PDX 8 187 I-PDX 63 **A** 377 / 1664 A440 ± , 333**V** 6200 **1** 330 Chan 121 117.4 UBG ۸²⁰⁴⁹ 388 2049∧ Λ_{440 ±} **∆** 546 3500 **∧**735 1618 € 1129 30 **ELEV** D **⊼** 1⊿88 UBG **MULES** BTG 17.7) Chan 900 4000 SCAPO INT YORKY INT MULES I-PDX I-PDX SAUVI INT Procedure BTG Δ 8 21.6 I-PDX Turn NA R-160 11.2) 2000 VGSI and ILS glidepath 4000 •101°not coincident. 2900 121 24 20Ó0 GS 3.00° MSL 1.00 A 96 ± TCH 53 130± 10 4 NM 5 8 NM-CATEGORY S-ILS 10R CAT III a RVR 07 CAT III b RVR 06 S-ILS 10R S-ILS 10R CAT III c REIL Rwys 3 and 21 CATEGORY III ILS - SPECIAL AIRCREW TDZ/CL Rwy 10R MIRL Rwy 3-21 & AIRCRAFT CERTIFICATION REQUIRED HIRL Rwys 10L-28R and 10R-28L

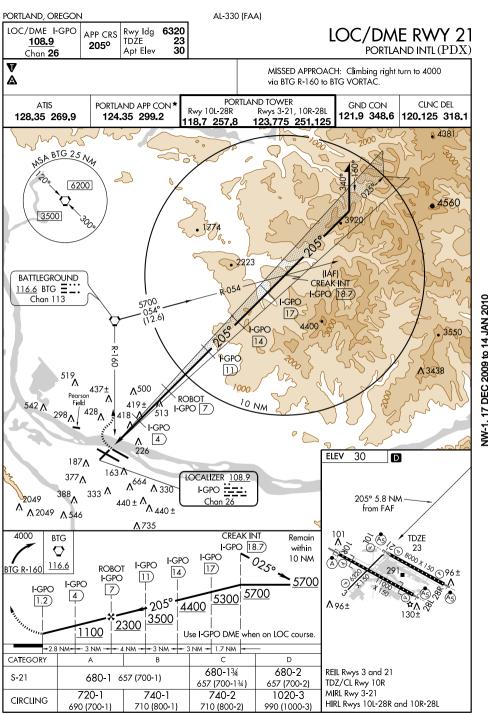


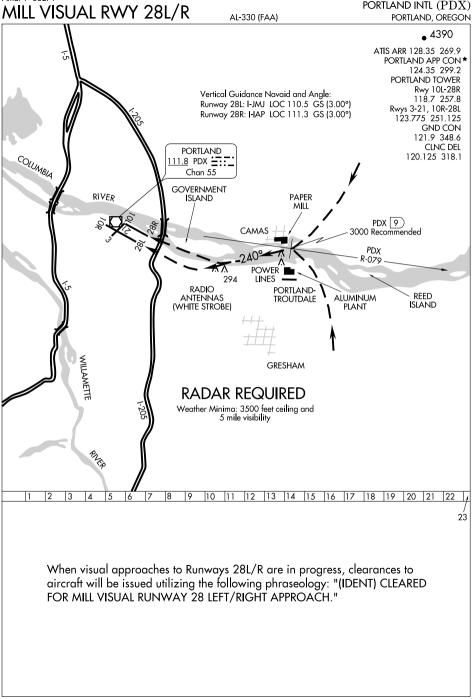
(LAVAA2.LAVAA) 09351 PORTLAND INTL (PDX) LAVAA TWO DEPARTURE (RNAV) SL-330 (FAA) PORTLAND, OREGON V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000/4600, then via track 045° to LAVAA, thence.... TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then via track 084° to COSUG, then via track 027° to cross OKKOR at or below 9000/4600, then via track 045° to LAVAA, thence.... TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then via track 280° to cross KELYY at or below 9000/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence.... TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000/2300, then right turn via track 013° to ARUPT, then via track 073° to LAVAA, thence....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

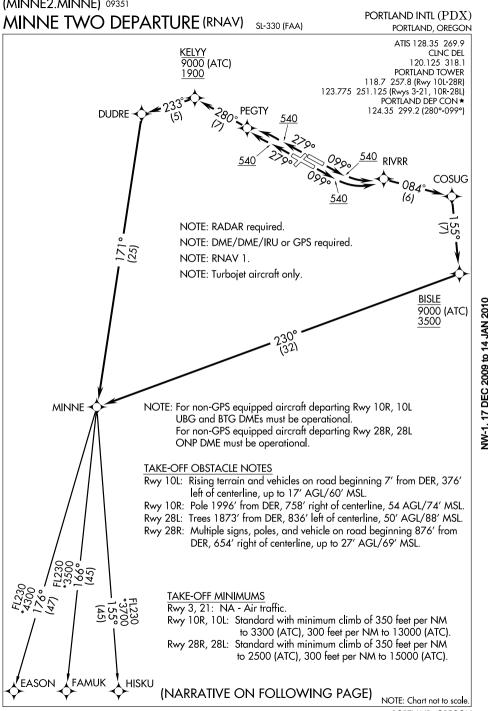
PENDLETON TRANSITION (LAVAA2.PDT)
YAKIMA TRANSITION (LAVAA2.YKM)

TARIMA TRANSITION (LAVAAZ.TRIN)

NW-1, 17 DEC 2009 to 14 .IAN 2010







(MINNE2.MINNE) 09351 PORTLAND INTL (PDX) MINNE TWO DEPARTURE (RNAV) SI-330 (FAA) PORTLAND, OREGON V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540, then left turn direct to RIVRR, then via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000/3500. then via track 230° to MINNE, thence.... TAKE-OFF RUNWAY 10L: Climb heading 099° to 540, then left turn direct RIVRR, then

via track 084° to COSUG, then via track 155° to cross BISLE at or below 9000/3500, then via track 230° to MINNE, thence.... TAKE-OFF RUNWAY 28R: Climb heading 279° to 540, then left turn direct PEGTY, then

via track 280° to cross KELYY at or below 9000/1900, then via track 233° to DUDRE, then via track 171° to MINNE, thence.... TAKE-OFF RUNWAY 28L: Climb heading 279° to 540, then right turn direct PEGTY, then via track 280° to cross KELYY at or below 9000/1900, then via track 233° to DUDRE.

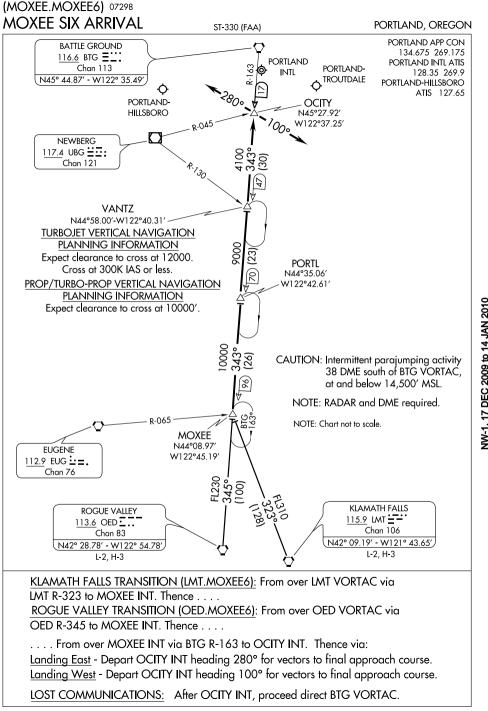
then via track 171° to MINNE, thence....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after

NW-1, 17 DEC 2009 to 14 JAN 2010

departure.

FAMUK TRANSITION (MINNE2.FAMUK) HISKU TRANSITION (MINNE2.HISKU)

EASON TRANSITION (MINNE2.EASON)



(PILD6.BIG) 09015 PORTLAND INTL (PDX) PORTLAND SIX DEPARTURE SL-330 (FAA) PORTLAND, OREGON ATIS 128.35 269.9 **SEATTLE** 116.8 SEA :_ CLNC DEL 120.125 318.1 Chan 115 OLYMPIA_ PORTLAND TOWER N47°26.12′-W122°18.58′ 113.4 OLM .-.. 118.7 257.8 (Rwy 10L-28R) L-1, H-1 123.775 251.25 (Rwys 3-21, 10R-28L) Chan 81 **TATOOSH** N46°58.30′ PORTLAND DEP CON ★ 112.2 TOU ...-W122° 54.11′ 124.35 299.2 Chan 59 L-1, H-1 118.1 284.6 N48°17.99′-W124°37.62′ L-1, H-1 BATTLEGROUND **ASTORIA** 116.6 BTG = ... Chan 113 YAKIMA 114.0 AST :--116.0 YKM **=:=** Chan 87 N45°44.87′-W122°35.49′ Chan 107 N46°09.70′-W123°52.82 L-1. H-1 N46°34.22-W120°26.68′ 1-1 L-13, H-1 KLICKITAT <u>112.3</u> LTJ **∺__** NEWBERG N45°42.81′ R-055 W121°06.05' 117.4 UBG **∺** .: R-085 L-13, H-1 **PENDLETON** N45°21.19′-W122°58.69′ 114.7 PDT =--L-1. H-1 Chan 94 **NEWPORT** N45°41.91′-W118°56.32′ 117.1 ONP ... L-13. H-1 Chan 118 N44°34.52′-W124°03.64′ L-1, H-1 KIMBERLY 115.6 IMB **∺... EUGENE** 112.9 EUG :=. N44°38.90′-W119°42.70′ Chan 76 DESCHUTES L-13. H-1 N44°07.25′-W123°13.37′ 117.6 DSD ... L-1, H-1 Chan 123 NORTH BEND N44°15.17′-W121°18.21 112.1 OTH ... L-13. H-1 Chan 58 N43°24.93′-W124°10.11′ LAKEVIEW 112.0 LKV === L-1 **ROGUE VALLEY** KLAMATH FALLS Chan 57 113.6 OED ... 115.9 LMT == N42°29.57′-W120°30.43′ Chan 83 Chan 106 N42°28.78′-W122°54.78′ N42°09.19′-W121°43.65′ L-11, H-3 L-2, H-3 L-2, H-3 NOTE: Chart not to scale. TAKE-OFF MINIMUMS: Rwy 3: Standard with minimum climb of 400' per NM to 2700. Rwy 21: Standard with minimum climb of 450' per NM to 2900. Rwy 10R: Standard with minimum climb of 375' per NM to 2700. Rwy 10L: Standard with minimum climb of 350' per NM to 2700. Rwy 28L: Standard with minimum climb of 375' per NM to 2900. Rwy 28R: Standard with minimum climb of 350' per NM to 2900. NOTE: RADAR REQUIRED.

NW-1, 17 DEC 2009 to 14 JAN 2010

PORTLAND INTL (PDX)

PORTLAND, OREGON

PORTLAND SIX DEPARTURE SL-330 (FAA)

DEPARTURE ROUTE DESCRIPTION

V

(PILD6.BIG) 09015

TAKE-OFF RWY 3: Climb heading 025° to 600 thence....

TAKE-OFF RWY 10L: Climb heading 099° to 500 thence...

TAKE-OFF RWY 10R: Climb heading 099° to 500 thence....

TAKE-OFF RWY 28L: Climb heading 279° to 800 thence.... TAKE-OFF RWY 28R: Climb heading 279° to 800 thence....

TAKE-OFF RWY 21: Climb heading 205° to 500 thence....

...via assigned heading expect radar vectors to assigned route/fix. Maintain 3000, expect filed altitude five minutes after departures.

continue climb to assigned altitude and proceed direct BTG VORTAC. Continue climb via BTG R-329 within 10 NM to cross BTG VORTAC: BTG R-355 clockwise R-055 or R-085 clockwise R-115 at or above 5000 feet. Continue climb on course.

LOST COMMUNICATIONS: If no contact with ATC within 10 NM of airport.

TAKE-OFF OBSTACLE NOTES:

Rwy 3: Signs, tower, trees, and vehicle on road beginning 468' from DER, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from DER, 7' left of centerline,

up to 100' AGL/416' MSL. Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL.

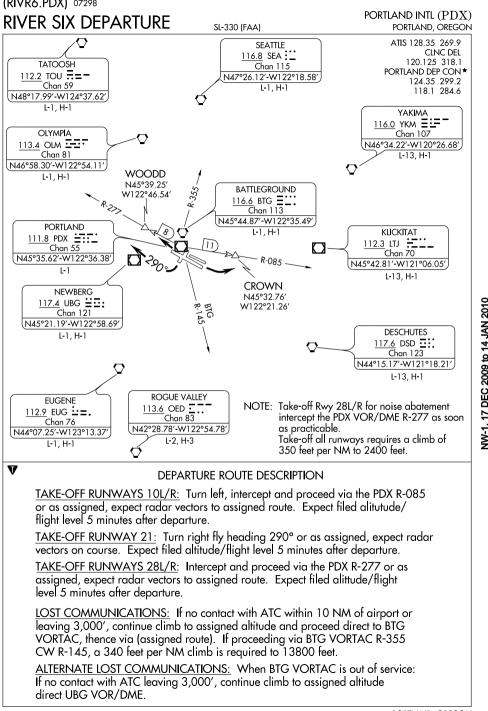
Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL. Rwy 21: Trees beginning 1319' from DER, 155' right of centerline, up to

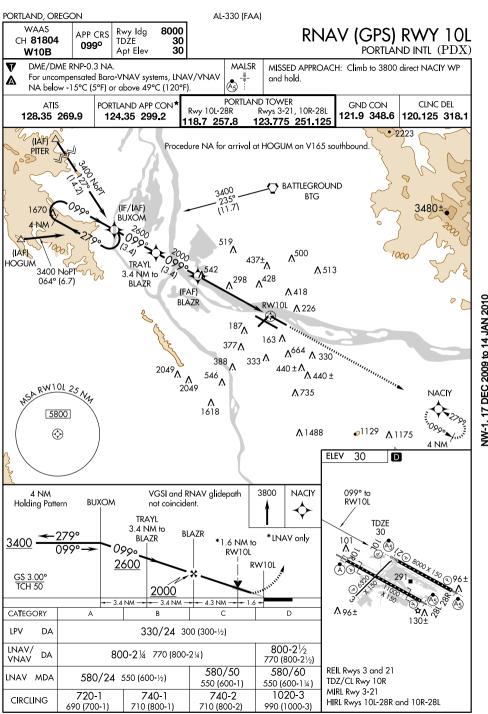
100' AGL/318' MSL.

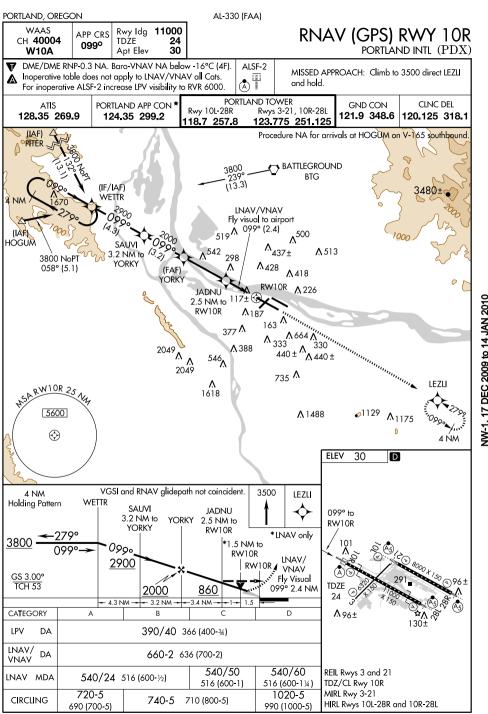
Poles and trees beginning 353' from DER, 36' left of centerline, up to 100' AGL/317' MSL.

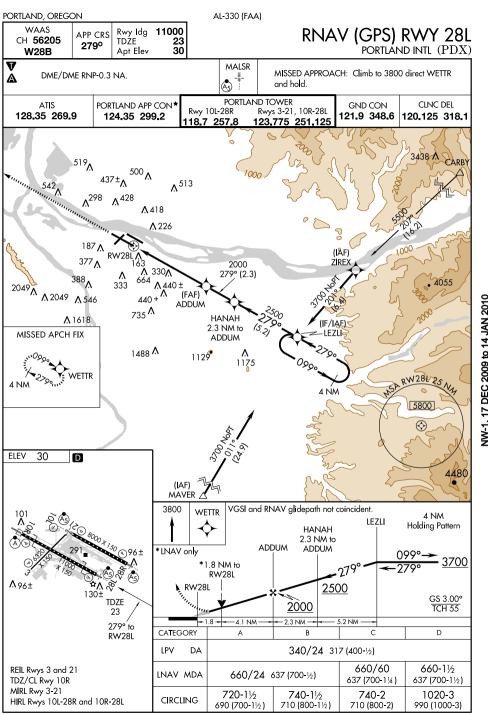
Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL.

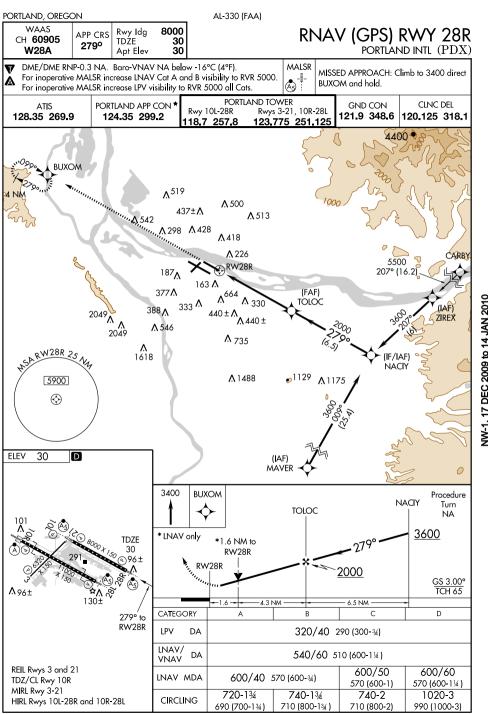
Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

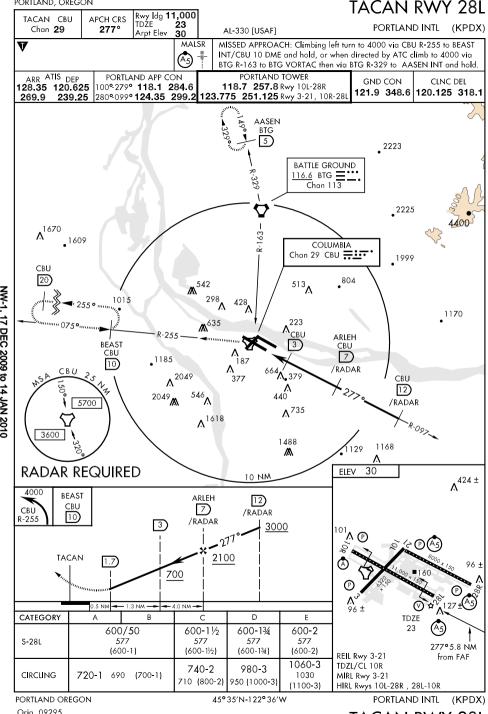


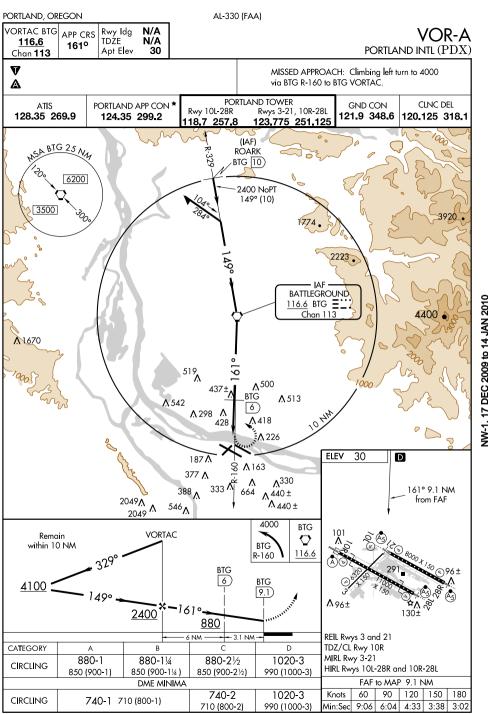


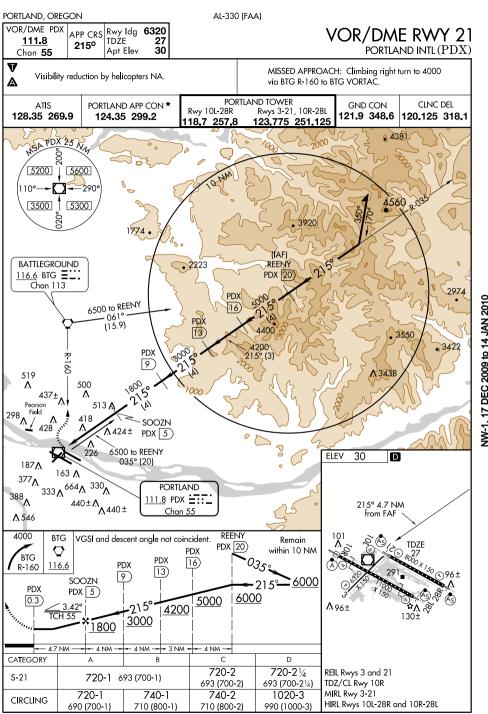


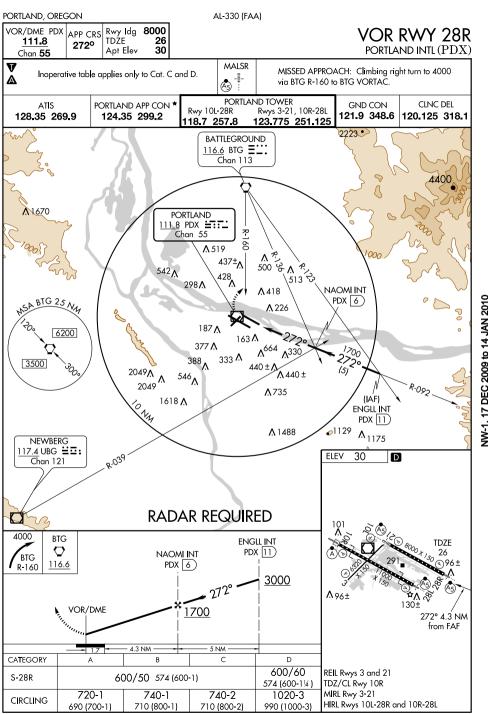


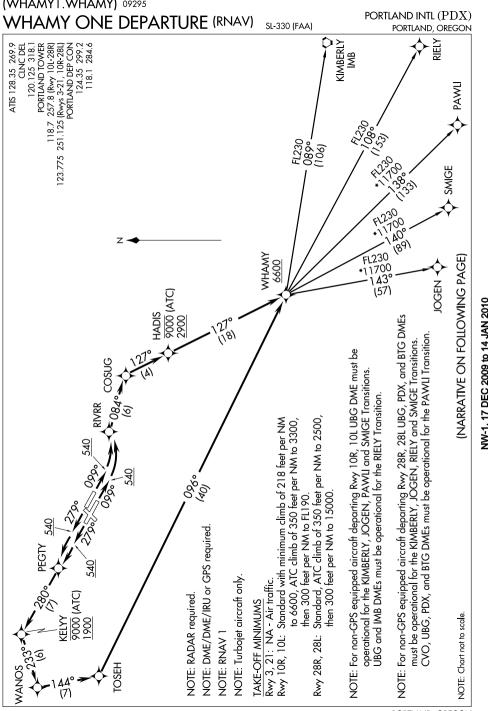












(WHAMY I.WHAMY) 09239 PORTLAND INTL (PDX) WHAMY ONE DEPARTURE (RNAV) SL-330 (FAA) PORTLAND, OREGON

v

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 10R: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 10L: Climb heading 099° to 540 feet, then left turn direct RIVRR, and via 084° track to COSUG, and via 127° track to cross HADIS at or below 9000 (ATC)/2900, then via 127° track to WHAMY, cross WHAMY at or above 6600, thence....

TAKE-OFF RUNWAY 28R: Climb heading 279° to 540 feet, then left turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY

TAKE-OFF RUNWAY 28L: Climb heading 279° to 540 feet, then right turn direct PEGTY, and via 280° track to cross KELYY at or below 9000 (ATC)/1900, then via track 233° to WANOS, and via 144° track to TOSEH, and via 096° track to WHAMY, cross WHAMY at or above 6600, thence....

....via (Transition), maintain assigned altitude, expect filed altitude 10 minutes after departure.

JOGEN TRANSITION (WHAMY1.JOGEN) KIMBERLY TRANSITION (WHAMY1.IMB)

at or above 6600, thence....

PAWLI TRANSITION (WHAMY1.PAWLI)

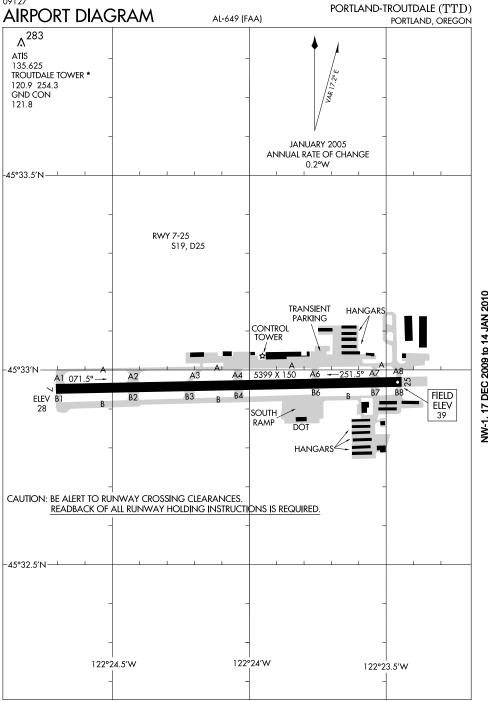
RIELY TRANSITION (WHAMY1.RIELY)

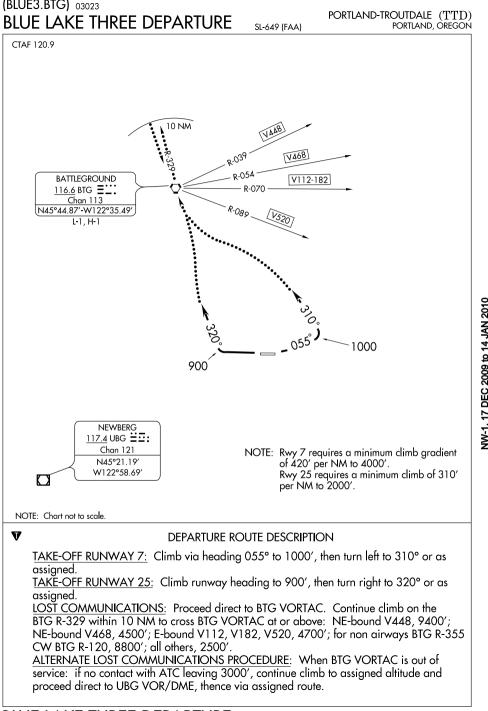
SMIGE TRANSITION (WHAMY1.SMIGE)

TAKE-OFF OBSTACLE NOTES Rwy 10L: Rising terrain and vehicle on road beginning 7' from DER, 376' left of centerline, up to 17' AGL/60' MSL. Rwy 10R: Pole 1996' from DER, 758' right of centerline, 54' AGL/74' MSL

Rwy 28L: Trees 1873' from DER, 836' left of centerline, 50' AGL/88' MSL. Rwy 28R: Multiple signs, poles, and vehicle on road beginning 876' from DER, 654' right of centerline, up to 27' AGL/69' MSL.

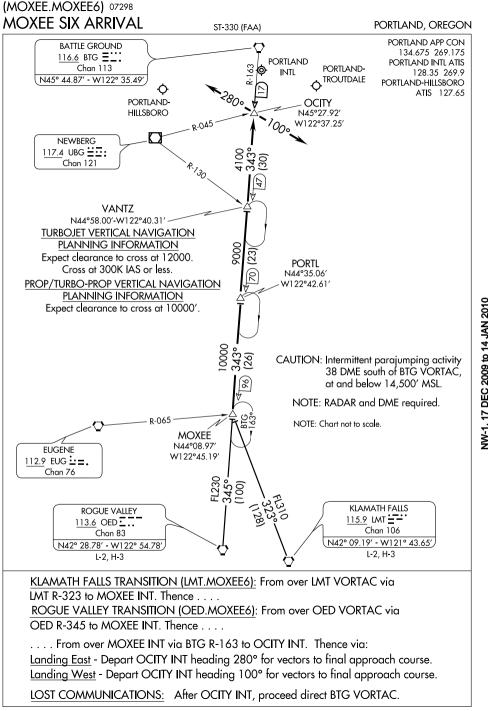
NW-1, 17 DEC 2009 to 14 JAN 2010

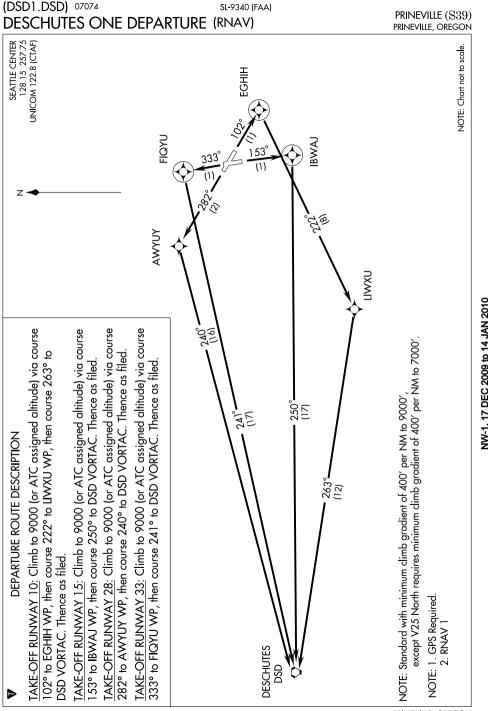


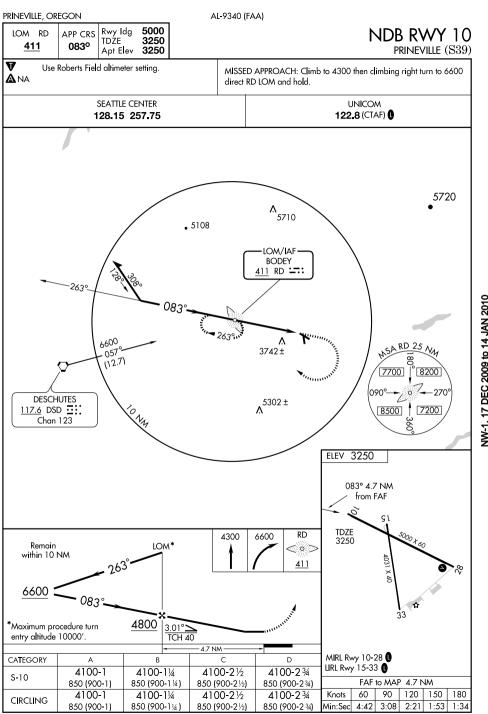


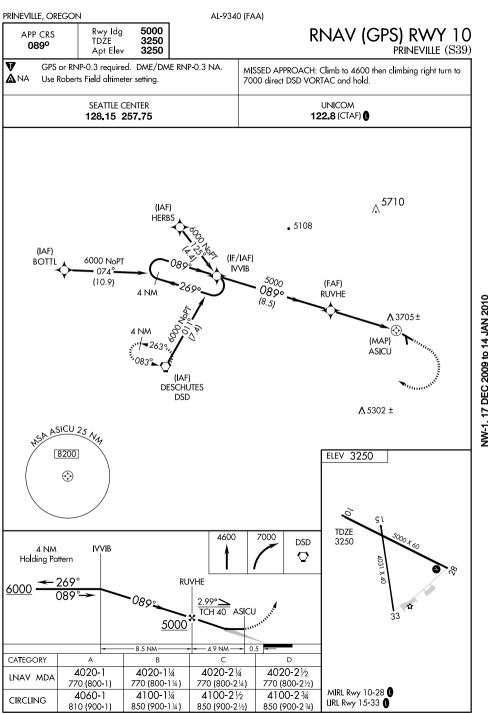
(HELNS.HELNS4) 03135 HELNS FOUR ARRIVAL PORTLAND, OREGON ST-330 (FAA) PORTLAND APP CON 124.35 299.2 PORTLAND INTL ATIS 128.35 269.9 SEATTLE PORTLAND-HILLSBORO ATIS 116.8 SEA :-127.65 Chan 115 N47°26.12′-W122°18.58′ L-1, H-1 10000 19700 161° (71) **HELNS** N46°15.42′ W122°18.58′ **KRATR BATTLE GROUND** N46° 05.39′ - W122° 24.17′ 11<u>6.6</u> BTG **Ξ**∵: NOTE: Maintain the last assigned altitude. Upon Chan 113 receipt of "Descend via the HELNS4": . . . N45°44.87′-W122°35.49 PROP/TURBOPROP: Cross at and maintain 10,000'. TURBOJET: Cross at and maintain 12,000' at 300 K IAS or less. 280° 1100. **PORTLAND** INTL 6 PORTLAND-PORTLAND-TROUTDALE HILLSBORO C **AURORA** STATE NOTE: DME and RADAR required. NOTE: Chart not to scale. SEATTLE TRANSITION (SEA.HELNS4): From over SEA VORTAC via SEA R-161 to HELNS DME FIX. Thence.... From over HELNS DME FIX via BTG R-360 to BTG VORTAC. Thence.... LANDING EAST: Depart BTG VORTAC heading 280° for vectors to final approach course. LANDING WEST: Depart BTG VORTAC heading 110° for vectors to final approach course.

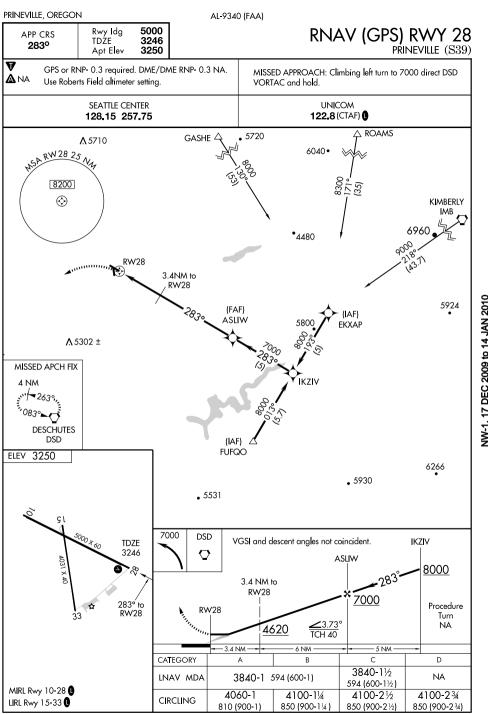
NW-1 17 DEC 2009 to 14 JAN 2010

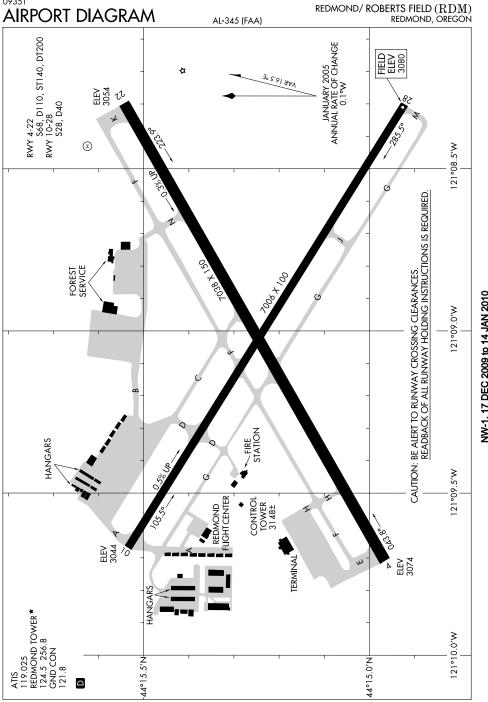


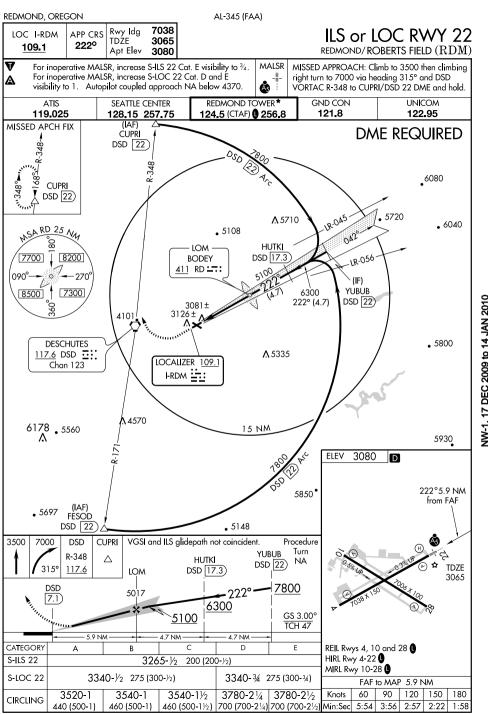












09183 SL-345 (FAA) REDMOND/ROBERTS FIELD (RDM)

REDMOND ONE DEPARTURE

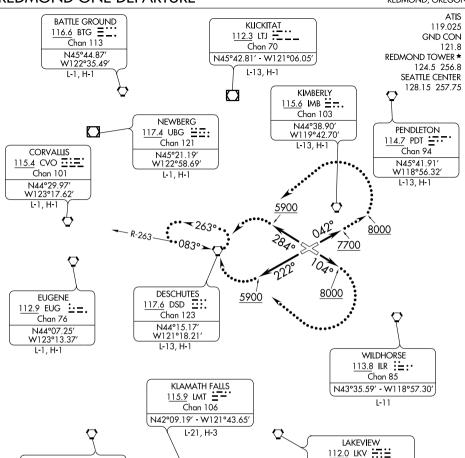
REDMOND, OREGON

NW-1, 17 DEC 2009 to 14 JAN 2010

Chan 57

N42°29.57′ - W120°30.43′

L-11, H-3



TAKE-OFF OBSTACLE

Rwy 28: Numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

ROGUE VALLEY

113.6 OED ...

Chan 83

N42°28.77' - W122°54.78' L-21, H-3

TAKE-OFF MINIMUMS

Standard with minimum obstacle climb of 371' per NM to 13000, ATC climb of Rwy 4: 465' per NM to 7700.

Rwy 10: Standard with minimum climb of 406' per NM to 13000. Rwy 22: Standard with minimum obstacle climb of 356' per NM to 13000, ATC climb of

406' per NM to 5900.

Rwy 28: Standard with minimum climb of 358' per NM to 13000. NOTE: RADAR required. (NARRATIVE ON THE FOLLOWING PAGE) NOTE: Chart not to scale.

REDMOND ONE DEPARTURE

REDMOND, OREGON

V

radar vectors to assigned route/fix, Thence. . . .

DEPARTURE ROUTE DESCRIPTION

radar vectors to assigned route/fix, Thence. . . . TAKE-OFF RUNWAY 10: Climb heading 104° or ATC assigned heading to 8000 for radar vectors to assigned route/fix, Thence. . . . TAKE-OFF RUNWAY 22: Climb heading 222° or ATC assigned heading to 5900 for

TAKE-OFF RUNWAY 4: Climb heading 042° or ATC assigned heading to 7700 for

radar vectors to assigned route/fix, Thence. . . . TAKE-OFF RUNWAY 28: Climb heading 284° or ATC assigned heading to 5900 for

. . . Maintain 14000 or assigned altitude, expect filed altitude/flight level five minutes after departure.

LOST COMMUNICATIONS: If no contact with Seattle Center after reaching 6000, continue climb to assigned altitude and:

TAKE-OFF RUNWAY 4: Continue climb to 8000, then climbing left turn direct

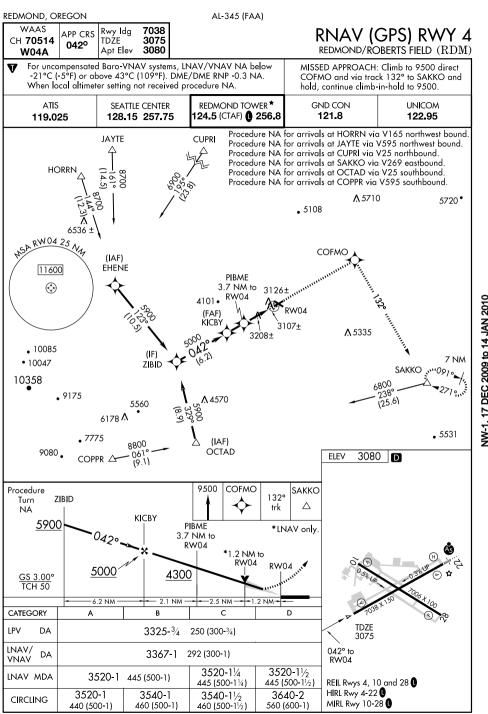
DSD VORTAC. . . . TAKE-OFF RUNWAY 10: Climbing right turn direct DSD VORTAC. . . .

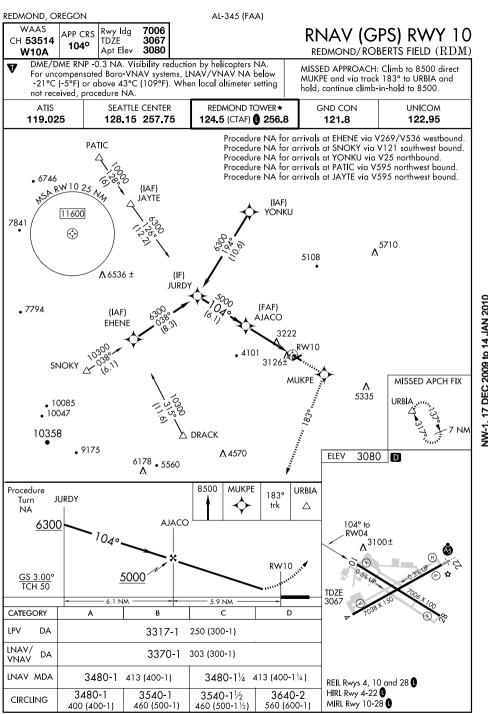
TAKE-OFF RUNWAY 22: Climbing right turn direct DSD VORTAC. . . .

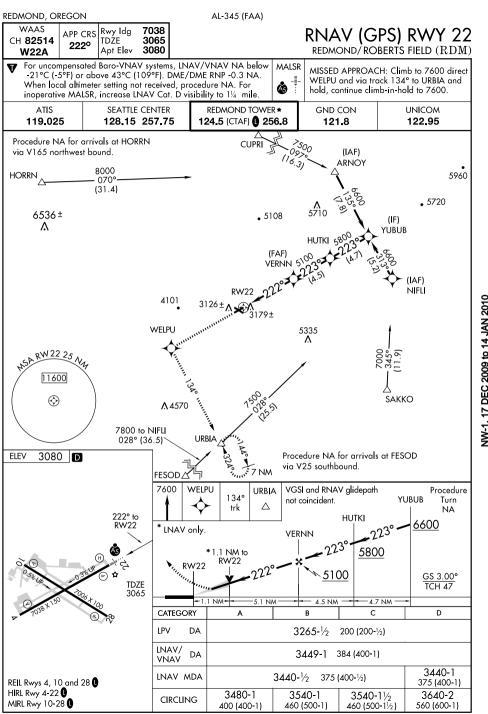
TAKE-OFF RUNWAY 28: Climbing left turn direct DSD VORTAC. . . .

. . . . Climb-in-hold at DSD VORTAC (hold W, LT, 083° inbound) to cross DSD VORTAC

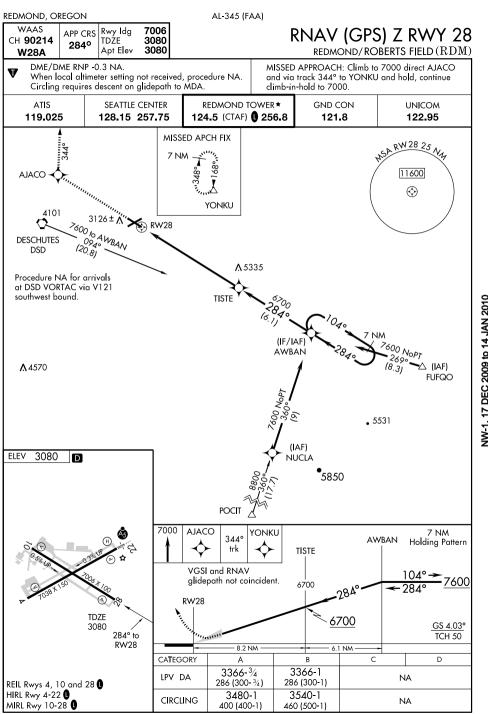
at or above the MEA before proceeding on course.

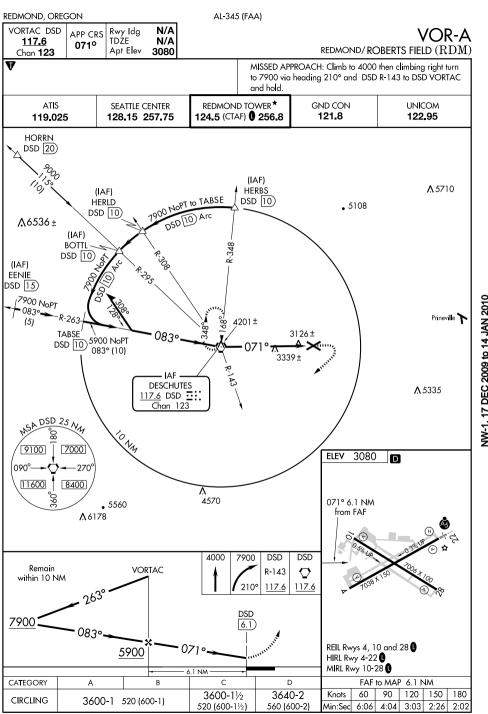


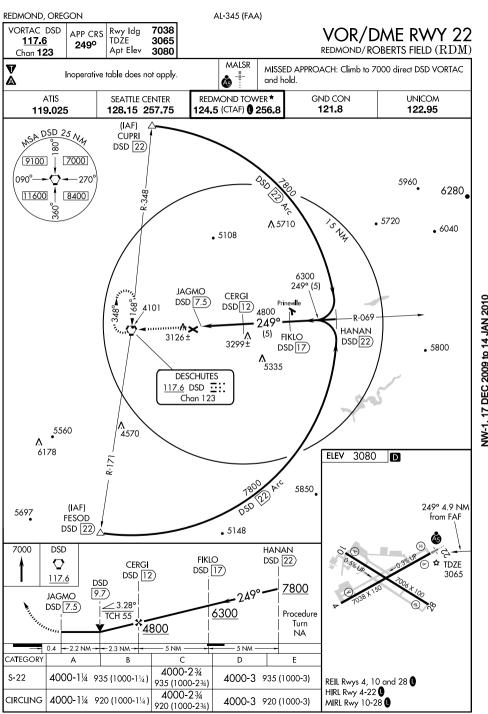


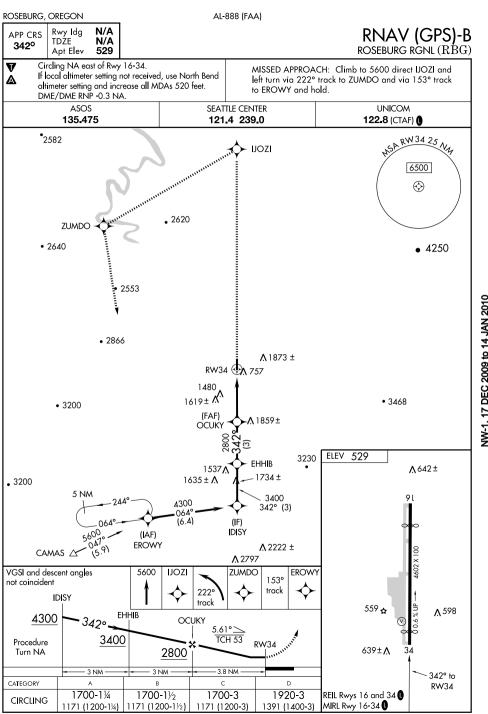


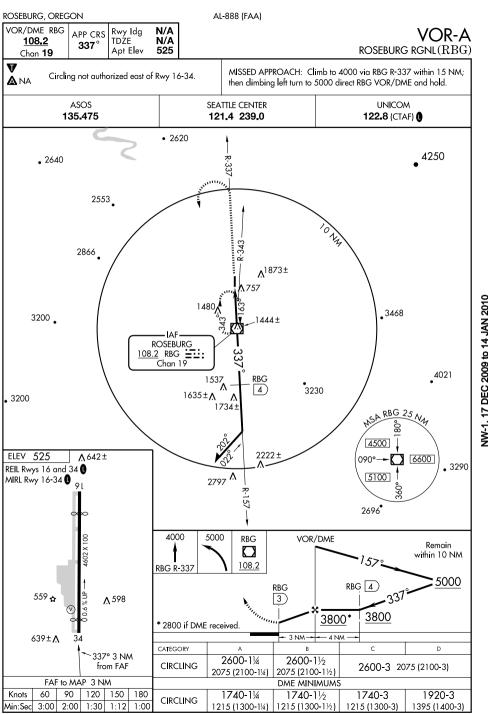
REDMOND, OREGON AL-345 (FAA) 7006 Rwy Ida RNAV (GPS) Y RWY 28 APP CRS TDŹE 3080 2840 Apt Elev REDMOND/ROBERTS FIELD (RDM) 3080 MISSED APPROACH: Climb to 7000 direct AIACO V DME/DME RNP -0.3 NA. and via track 344° to YONKU and hold, continue When local altimeter setting not received, procedure NA. climb-in-hold to 7000. REDMOND TOWER★ GND CON ATIS SEATTLE CENTER UNICOM 124.5 (CTAF) 0 256.8 119.025 121.8 122.95 128.15 257.75 MISSED APCH FIX NSA RW 28 25 Ny 7 NM 11600 **(** YONKU to AWBAN DESCHUTES 3359± DSD 4636± ^ ∧ 5335 WAGMA Procedure NA for arrivals 4.2 NM to at DSD VORTAC via V121 RW28 **HAPET** southwest bound. VW-1 17 DEC 2009 to 14 .IAN 2010 6.7 NM to (FAF) RW28 TISTÉ (IF/IAF) 7600 NOPT AWBAN **∧** 4570 △ (IAF) **FUFQO** 5531 (IAF) 3080 **ELEV** D NUCLA 5850 POCIT 7000 AJACO YONKU trk 7 NM AWBAN TISTE 344° HAPET Holding Pattern 6.7 NM to RW28 WAGMA ≤3.64° 4.2 NM to 1.4 NM TCH 50 to RW28 **RW28** 6300 **RW28** -284 5720 TD7F 3080 4740 VGSI and descent 284° to angles not coincident. RW28 1.4 NM - 2.8 NM--2.5 NM -- -1.5 NM--6.1 NM-CATEGORY D Α 3560-11/4 LNAV MDA 3560-1480 (500-1) NA 480 (500-11/4) REIL Rwys 4, 10 and 28 🕕 HIRL Rwy 4-22 0 3560-11/2 CIRCLING 3560-1 480 (500-1) NA MIRL Rwy 10-28 0 480 (500-11/2)

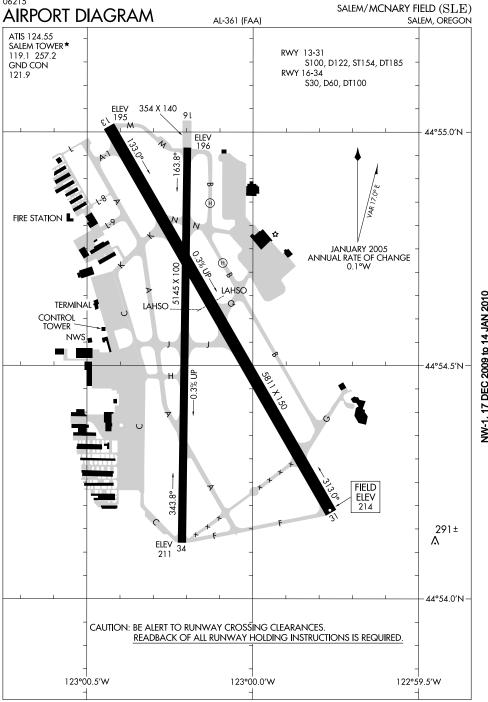




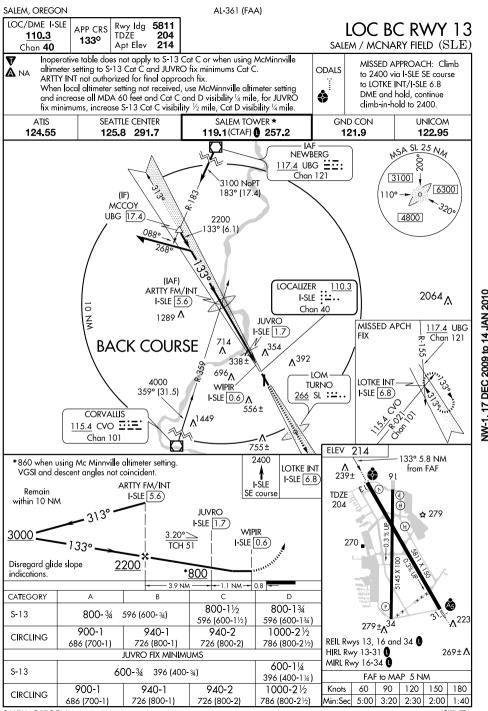






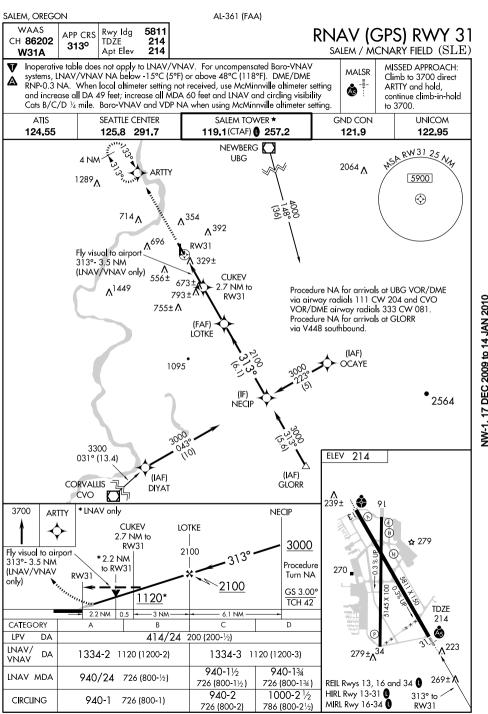


SALEM, OREGON AL-361 (FAA) LOC/DME I-SLE Rwy Ida ILS or LOC RWY 31 5811 APP CRS 110.3 TDŹE 214 313° SALEM / MCNARY FIELD (SLE) Apt Elev 214 Chan 40 *RVR 1800 authorized with the use of FD or AP or HUD to DA MISSED APPROACH: Climb to 4000 MALSR When local altimeter setting not received, use Mc Minnville A via I-SLE NW course to ARTTY altimeter setting and increase DA 49 feet, and all MDA 60 feet; FM/INT/I-SLE 5.6 DME and hold. increase circling Cat D visibility to 2 3/4 miles. continue climb-in-hold to 4000 VDP NA when using Mc Minnville altimeter setting SALEM TOWER * ATIS SEATTLE CENTER GND CON UNICOM 125.8 291.7 124.55 119.1 (CTAF) 0 257.2 121.9 122.95 ALTERNATE MISSED NEWBERG 3300 APCH FIX 117.4 UBG **∺** .: to LOTKE TURNO **∧** 2064 sı :::.. 33° (12.4) 1289_^ 266 3800 155° (32) ARTTY FM/INT I-SLE (5.6) 714 **∧** 354 392 ∧ Procedure NA for arrivals at JAIME LOCALIZER 110.3 via V536 eastbound. Λ 696 I-SLE ∷∴.. Procedure NA for arrivals at GLORR Chan 40 556±∧ via V448 southbound. IOM: TURNO 266 SL :**∷.** 755±∧ NW-1, 17 DEC 2009 to 14, IAN 2010 NSA SL 25 NA (IAF) LOTKE INT I-SLE (6.8) , p. 02 3100 1095 CORVALLIS 110°-6300 115.4 CVO ...= 2100 SCIOS Chan 101 4800 2564 313° (4.4) I-SLE [11.3) žo (J). 700) 3500 NoPT 313° (7.3) 2096 (IF/IAF) **GLORR** ELEV 5600 NoPT 214 MIRL Rwy 16-34 1 I-SLE 18.5) 313° (16.1) REIL Rwys 13, 16 and 34 🐧 R-049 **^** 239± HIRL Rwy 13-31 0 C_{10} (IAF) **JAIME** Chan I-SLE 34.6 4000 ARTTY LOTKE INT One Minute FM/INT I-SLE (6.8) Holding Pattern I-SLE 5.6 270 I-SLE NW course 2100 I-SLE 3.3 I-SLE $\Pi \Pi$ TD7F 214 2100 GS 3.00° TCH 42 **^**223 2.2 NM 3.5 NM 279±134 CATEGORY Α D 313° 5.7 NM S-ILS 31 *414/24 200 (200-1/2) 269±) from FAF 960/24 960/40 960-13/4 960-2 S-LOC 31 FAF to MAP 5.7 NM 746 (800-1/2) 746 (800-34) 746 (800-134) 746 (800-2) 960-1 1000-21/2 Knots 60 90 120 150 180 960-11/4 960-21/2 CIRCLING 3:48 746 (800-1) 746 (800-11/4) 746 (800-21/4) 786 (800-21/2) Min:Sec 5:42 2:51 2:17 1:54



SALEM, OREGON AL-361 (FAA) LOC/DME I-SLE 5811 Rwy Idg LOC/DME RWY 31 APP CRS 110.3 TDŹE 214 313° SALEM / MCNARY FIELD (SLE) Apt Elev 214 Chan **40** MALSR V MISSED APPROACH: Climb to 4000 via I-SLE LOC northwest course to ARTTY FM/Int/I-SLE 5.6 DME Δ and hold, continue climb-in-hold to 4000. SALEM TOWER ★ GND CON ATIS SEATTLE CENTER UNICOM 119.1(CTAF) 0 257.2 122.95 124.55 125.8 291.7 121.9 NEWBERG ALTERNATE MISSED BATTLEGROUND 117.4 UBG APCH FIX 116.6 BTG Chan 121 LOM/INT Chan 113 TURNO ARTTY 🚣 ELAOUTE FOLIMES SL: BTG INT/FM I-SLE 5 44 1-SLE [5.6] EUG Ettoes to Chilles R-355 3,00 3200 133° (10.6) Procedure NA for arrivals at JAIME via V536 eastbound and arrivals at GLORR via V448 southbound. 714 ۸³⁵⁴ LOCALIZER 110.3 ۸ I-SLE <u>::</u>.. NSA SL 25 NA ۸⁶⁹⁶ 392 Chan 40 ^{556±}∧ 3100 I-SLF 6300 110° 3.1 1449^ 673± 4800 755±∧ LOM/IAF TURNO 1700 266 SL :≌. 313° (6.3) TURNO INT 1095 CORVALLIS I-SLE 5 SCIOS 115.4 CVO .:=:= I-SLE 11.3 Chan 101 R-031 3500 3000 214 **ELEV** 313° (7.3) (IF/IAF) Λ 239± **GLORR** R-049 = R.010I-SLE 18.5 FUGENE 5600 NoPT 112.9 EUG (IAF) ☆ 279 313° (16.1) Chan 76 **JAIME** I-SLE 34.6 270 4000 TURNO LOM/INT ARTTY INT Remain I-SLE 5 within 10 NM I-SLE 5.6 I-SIF LOC I-SLE TDZE I-SLE 3.1 214 I-SLE 2600 3.50° 1.1 TCH 55 ۸²²³ 1700 279± Λ^{34} 960 1.4 NM 0.6 - 1.9 NM -313° 3.9 NM from FAF CATEGORY C D 269±X Α 780/50 780/60 S-31 780/24 566 (600-1/2) REIL Rwys 13, 16 and 34 0 566 (600-1) 566 (600-11/4) HIRL Rwy 13-31 900-1 940-1 940-2 1000-21/2 CIRCLING MIRL Rwy 16-34 0 <u>726</u> (800-2) 786 (800-2½) 686 (700-1) 726 (800-1)

NW-1, 17 DEC 2009 to 14, IAN 2010

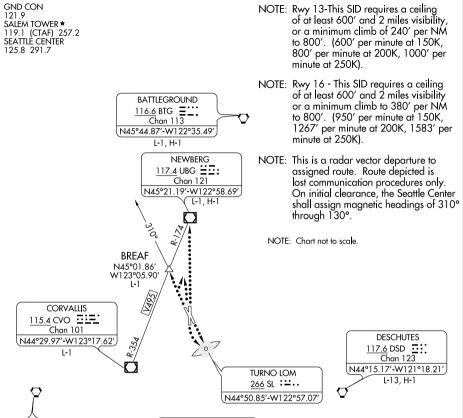


(SLE2.SLE) 09351 SALEM / MCNARY FIELD (SLE) SALEM TWO DEPARTURE SL-361 (FAA)

SALEM, OREGON

NW-1, 17 DEC 2009 to 14 JAN 2010





NEWPORT

Chan 118 N44°34.52′-W124°03.64′

L-1, H-1

117.1 ONP =

DEPARTURE ROUTE DESCRIPTION

Climb via specified turn and heading, contact Seattle Center for vectors to assigned route.

LOST COMMUNICATIONS: If not in contact with Seattle Center after reaching 2000', continue climb to assigned altitude.

EUGENE

112.9 EUG :=.

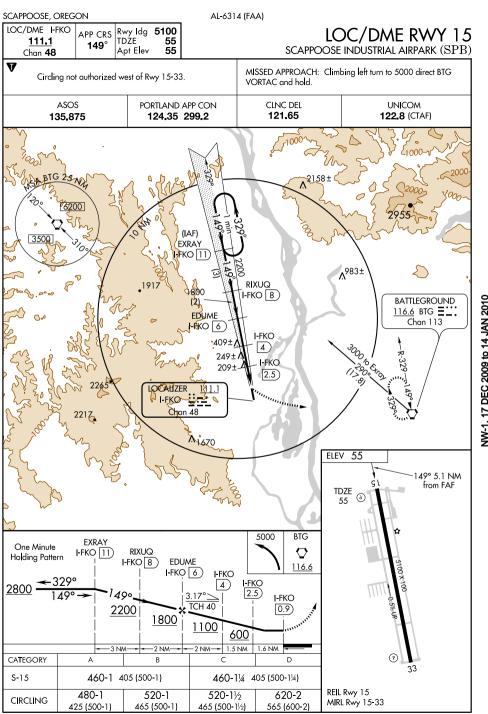
N44°07.25′-W123°13.37′ L-1, H-1

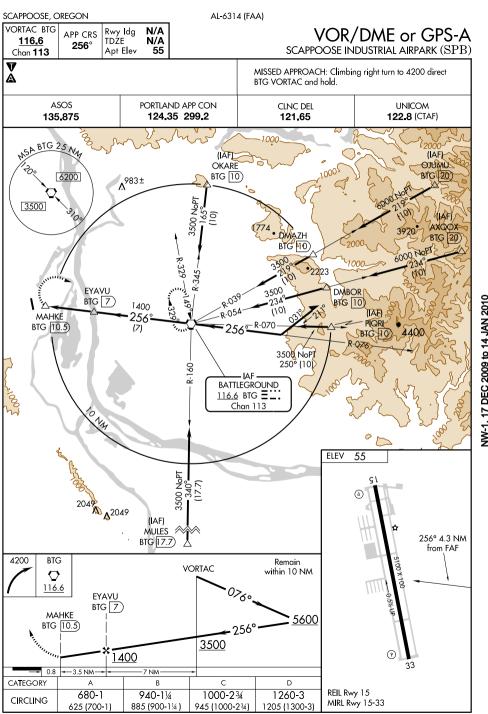
Chan 76

Take-off runways 13 and 16: (Rwy 16 turn left) proceed direct to SL LOM thence via (assigned route).

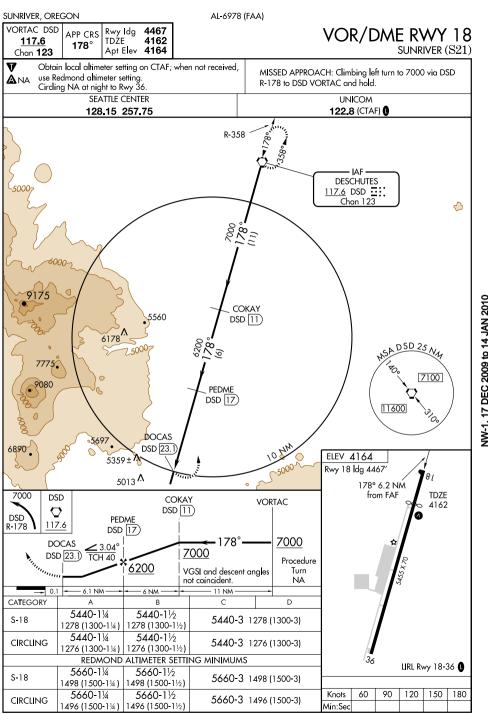
Take-off runways 31 and 34: (Rwy 31 right turn) proceed direct to UBG VOR/DME thence via (assigned route).

Helicopter only-runways 31 and 34: (Rwy 34 turn left) intercept and proceed outbound on the SL LOM 310° bearing to BREAF INT, thence via (assigned route).

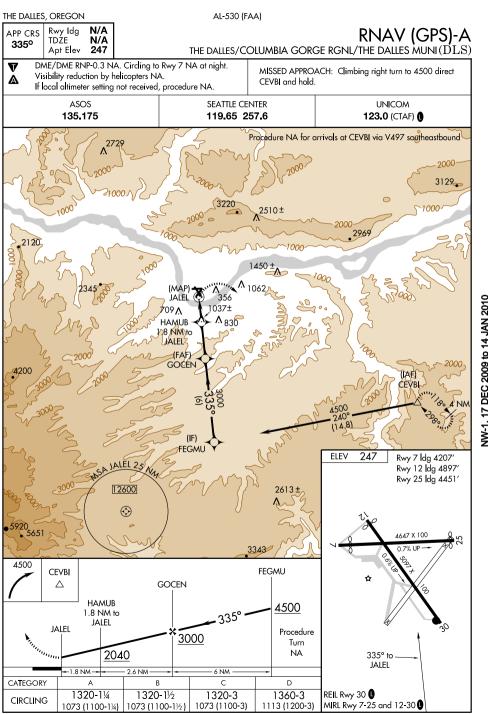


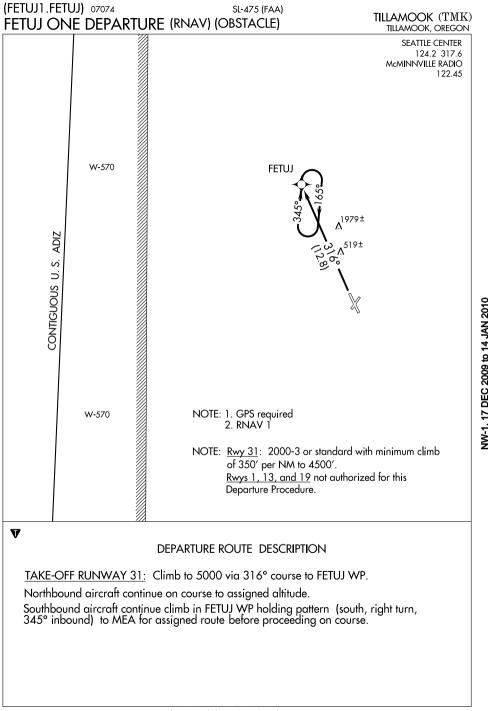


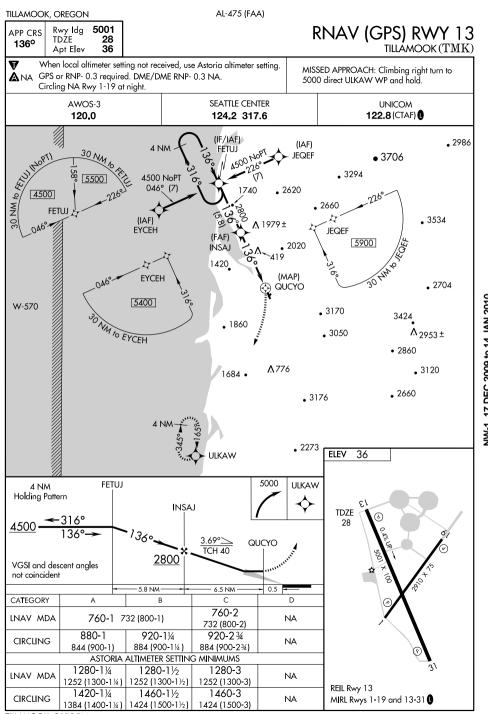
SUNRIVER, OREGON AL-6978 (FAA) Rwy Ida 4467 RNAV (GPS) RWY 18 APP CRS TDŹE 4162 178° SUNRIVER (S21) Apt Elev 4164 GPS or RNP- 0.3 required, DME/DME RNP- 0.3 NA. V MISSED APPROACH: Climbing left turn to 7000 direct Circling not authorized at night to Rwy 36. Obtain local altimeter setting on CTAF; when not received, use DSD VORTAC and hold. Redmond altimeter setting. SEATTLE CENTER UNICOM 128.15 257.75 122.8 (CTAF) (15A RW 18 25 Ny (IAF) 7 NM DESCHUTES DSD 11600 **(** 0 7000 065° (3.4) (IAF) TUPSE DRACK 9175 NW-1, 17 DEC 2009 to 14, IAN 2010 5560 6178 7000 342° (7) **URBIA** OCTAD **9080** (FAF) HESKI GAPEY 3 NM to 1500 ± RW18 5697 6890 ELEV 4164 RW18 Rwy 18 ldg 4467' 5013 Λ 178° to 7000 VGSI and descent angles not coincident. **RW18** 6 NM DSD * VDP NA when using Redmond altimeter setting Holding Pattern TDZE \bigcirc TUPSE 4162 **GAPEY** 3 NM to RW18 *1.8 NM to **∠** 3.05° RW18 TCH 40 RW18 6000 #5400 when using 5180* Redmond altimeter setting 1.8 NM 1.2 NM --2.6 NM-9 4 NM -CATEGORY D 4760-1½ 4960-21/2 LNAV MDA 4760-1 598 (600-1) 798 (800-21/2) 598 (600-11/2) 4920-1 4920-11/4 5040-21/2 5380-3 CIRCLING 756 (800-1) 756 (800-11/4) 876 (900-21/2) 1216 (1300-3) REDMOND ALTIMETER SETTING MINIMUMS 4980-1 4980-11/4 4980-21/2 4980-234 LNAV MDA 818 (900-1) 818 (900-11/4) 818 (900-21/2) 818 (900-234) 5140-11/4 5140-11/2 5260-3 5580-3 CIRCLING LIRL Rwy 18-36 (976 (1000-11/4) 976 (1000-11/2) 1366 (1400-3) 1096 (1100-3)



THE DALLES, OREGON AL-530 (FAA) LOC/DME I-DLS APP CRS 4451 Rwy Ida LDA/DME RWY 25 THE DALLES/ 109.35 TDŹE 243 234° COLUMBIA GORGE RGNL/THE DALLES MUNI(DLS) Apt Elev 247 Chan 30(Y) Circling requires descent on GS to MDA MISSED APPROACH: Climb to 1600 then climbing left turn Glide slope provided by standard glide slope equipment. to 7000 via heading 135° and LTJ VOR/DME R-165 to JIREN/LTJ 15 DME and hold, continue climb-in-hold to 7000. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA. **ASOS** SEATTLE CENTER **UNICOM** 135,175 119.65 257.6 123.0 (CTAF) 1 GLIDE SLOPE 229 KLICKITAT 112.3 Chan 70 3129 NoPT for arrival at VECCU 3220 on V112 westbound. 1000 054° 23**4°** • R-080 2510± 234-2969 (IF/IAE) (4.7) VECÉVÎ I-DLS 13 NW-1, 17 DEC 2009 to 14, IAN 2010 450+ LTO TO 1-DLS 8.3 1070 7X₃₅₆ 1000 ۸⁷⁰⁹ 830 A LOCALIZER 1093 I-DLS 줄 Chan 30 (Y) 4OC offset 15° 10 NM JIREN LTJ [15] Rwy 7 ldg 4207' **ELEV** 247 7100 Rwy 12 ldg 4897' 13600 Rwy 25 ldg 4451' 08.59 12600 4600 TDZE 243 ^2613± 4647 X 100 1600 7000 Use I-DLS DME when on the localizer course. LTJ **JIREN** R-165 **VECCU** One Minute Δ 112.3 I-DLS [13] Holding Pattern 135° ☆ 2349 LIREY 5300 I-DLS (8.3) GS 4.20° 4000 TCH 43 4.7 NM -8.2 NM -REIL Rwy 30 0 D CATEGORY Α В C MIRL Rwys 7-25 and 12-30 1368-23/4 S-LDA/GS 25 1125 (1200-23/4) NA Knots 90 120 150 180 CIRCLING 1380 - 31133 (1200-3) NA Min:Sec







NAME

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR ALBANY MUNI VOR/DME or GPS-A	BELLINGHA BELLINGHA
NA except for operators with approved weather reporting service.	NA when lo
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.	BIG PINEY MILEY MEM Category D
ASTORIA, OR ASTORIA RGNL	BILLINGS, BILLINGS L INTL
¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3. ³ Category C, 800-2¼; Category D, 900-3.	¹ Category ² Categories ³ Categories 900-3.
AURORA, OR AURORA STATELOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ²³ RNAV (GPS) Rwy 35 ²	BOISE, ID BOISE AIR FIELD)
¹ Category D, 800-2½. ² NA when local weather not available. ³ Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	,
BAKER, MT	¹ Category ² Category

ALTERNATE MINIMUMS

Categories A, B, 900-2%.	z, Category C, 900-272,
BAKER, MT	
BAKER MUNI	NDB Rwy 131
	NDB Rwy 31 ²
¹ Categories A,B, 1100-	2; Categories C,D,
1100-3.	
² Categories A,B, 1000-	2; Category C, 1000-234;

BAKER CITY, OR BAKER CITY MUNI RNAV (GPS) Rwy 13¹² VOR-A¹³

VOR/DME Rwy 13²⁴

¹NA when local weather not available. ²Category D. 900-2³/₄.

Category D, 1000-3.

³Categories A,B, 1900-2; Categories C,D,

1900-3.
⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS
BELLINGHAM, WA
BELLINGHAM INTLILS or LOC Rwy 16
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD VOR Rwy 31
Category D, 800-21/4.

BILLINGS, MT

BILLINGS LOGAN

INTLNDB Rwy 10L¹

RNAV (GPS) Rwy 10L²

RNAV (GPS) Rwy 28R³

¹Category D, 800-2½. ²Categories A,B,C,D, 800-2½. ³Categories A,B, 900-2; Categories C,D, 900-3.

ROISE	., ID
BOISE	AIR TERMINAL(GOWEN
FIELD') LOC BC Rwy 28L1

RNAV (GPS) Y Rwy 10R² RNAV (GPS) Y Rwy 28L² VOR/DME or TACAN Rwy 10L¹ VOR/DME or TACAN Rwy 28L¹

¹Category E, 900-3. ²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELDVOR Rwy 12 Category C, 800-21/4; Category D, 800-21/2.

BREMERTON, WA

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available.
¹Categories A,B, 1200-2; Categories C,D, 1200-3.





ALTERNATE MINS	
NAME ALTERNATE MINIMUMS BUFFALO, WY	NAME ALTERNATE MINIMUMS CHEYENNE, WY
JOHNSON COUNTY RNAV (GPS) Rwy 311	CHEYENNE RGNL/JERRY OLSON
VOR/DMÉ Rwy 31 ²	FIELDILS or LOC Rwy 271
NA when local weather not available.	NDB Rwy 27 ¹
¹ Category D, 800-21/4.	RNAV (GPS) Rwy 9 ²
² Category C, 800-21/4; Category D, 800-21/2.	RNAV (GPS) Rwy 13 ²
BUDIEV ID	RNAV (GPS) Rwy 31 ²
BURLEY, ID BURLEY MUNIVOR-A	¹ NA when control tower closed. ² NA when local weather not available.
VOR/DME-B	TVA WHEIT local weather flot available.
NA when local weather not received.	CODY, WY
THE WHOLL ISSUE WOULDS THE TOO STOOL	YELLOWSTONE
BURLINGTON/MOUNT VERNON, WA	REGIONAL RNAV (GPS) Rwy 221
SKAGIT RGNL NDB Rwy 101	VOR or GPS-A ²
RNAV (GPS) Rwy 10	¹ Category C, 800-21/4; Category D, 200-23/4.
RNAV (GPS) Rwy 28	² Category D, 900-3.
NA when local weather not available.	COEUR DIALENE ID
¹Categories A,B, 1300-2; Categories C,D,	COEUR D'ALENE, ID
1300-3.	COEUR D'ALENE-PAPPY BOYINGTON FIELD ILS or LOC/DME Rwy 5
BURNS, OR	NDB Rwy 5
BURNS MUNIVOR Rwy 30	RNAV (GPS) Rwy 5
Categories A, B, 1400-2; Categories C,D,	VOR Rwy 5
1400-3.	VOR/DME Rwy 1
	NA when local weather not available.
BUTTE, MT	
BERT MOONEY ILS Y Rwy 151	CORVALLIS, OR
LOC/DME Rwy 15 ²	CORVALLIS MUNIVOR-A
RNAV (GPS) Y Rwy 153	Categories A,B,1200-2; Categories C,D,
RNAV (GPS) Z Rwy 15,1200-2 VOR or GPS-B,1400-3	1200-3.
VOR/DME or GPS-A,3000-3	DEER PARK, WA
¹ Categories A, B, C, 1200-4.	DEER PARK RNAV (GPS) Rwy 34
² Categories A.B., 1300-2; Categories C.D.	NA when local weather not available.
1300-3.	TV WHOTH TOOL WOULD HOT AVAILABIO.
³ Categories A,B, 1500-2; Categories C,D,	DILLON, MT
1500-3.	DILLON VOR or GPS-A,1500-3
	VOR/DME or GPS-B
CALDWELL, ID	NA when Dillon altimeter setting not available.
CALDWELL	DOUGLAG MAY
INDUSTRIAL RNAV (GPS) Rwy 12	DOUGLAS, WY
RNAV (GPS) Rwy 30 NA when local weather not available.	CONVERSE COUNTY
NA when local weather not available.	1100-3. DME standard.
CASPER, WY	1100-3. DIVIL Standard.
CASPER/NATRONA	EASTSOUND, WA
COUNTY INTLILS or LOC Rwy 3	ORCAS ISLAND RNAV (GPS)-A
ILS, Categories A,B, 800-2; Category C 800-	Categories A, B, 1100-2.
2½; Category D, 800-2¾; Category E, 900-3.	NA when local weather not available.
LOC Catagory C 800 31/2 Catagory D 800	

LOC, Category C, 800-21/2; Category D, 800-

23/4; Category E, 900-3.

ELLENSBURG, WA BOWERS FIELD RNAV (GPS) Rwy 251

RNAV (GPS) Rwy 29 VOR-B²

NA when local weather not available. ¹Category D, 800-21/4.

²Category A, 1500-2.



⁵Category C, 800-21/4; Category D, 1000-3.

GLASGOW INTLVOR Rwy 12 Categories A,B, 900-2; Categories C,D, 900-3.

GLASGOW, MT WOKAL FIELD/

VOR/DME standard.



ALIERNATE WINS	4
NAME ALTERNATE MINIMUMS EPHRATA, WA EPHRATA MUNIRNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR/DME Rwy 3 VOR Rwy 21 NA when local weather not available.	NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾ GOODING, ID GOODING MUNI
Category D, 1300-3.	RNAV (GPS) Rwy 25 NA when local weather not available.
EUGENE, OR MAHLON-SWEET FIELDILS or LOC/DME Z Rwy 16R¹ ILS or LOC Y Rwy 16R¹ ILS or LOC/DME Rwy 16L¹² RNAV (GPS) Rwy 3AR² VOR or GPS-A³ ¹NA when control tower closed. ²NA when local weather not available. ³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	GRAY AAF (KGRF) FORT LEWIS, WA
EVANSTON, WY EVANSTON-UINTA COUNTY BURNS FIELDILS or LOC/DME Rwy 23 Categories C,D, 700-2.	GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
EVERETT, WA SNOHOMISH COUNTY(PAINE FIELD)	HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.
FORT BENTON, MT FORT BENTON	HAVRE, MT HAVRE CITY-COUNTYVOR Rwy 26 Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
GILLETTE, WY GILLETTE-CAMPBELL COUNTY	

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712

LOC/DME BC-C13

NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwy 236 RNAV (GPS) X Rwy 275

RNAV (RNP) Z Rwv 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A8 VOR/DME-B6 ¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2. ⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3.

⁷NA when local weather not available. ⁸Categories A, B, 2900-2; Categories C, D,

2900-3. 91000-4.

HOQUIAM, WA BOWERMAN RNAV (GPS) Rwy 241

VOR/DME Rwy 242 VOR Rwy 61 ¹Category D, 800-21/4.

Category D, 900-3. **IDAHO FALLS. ID**

IDAHO FALLS RGNL ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Rwy 203

VOR Rwy 20³ ¹ILS, Category E, 700-21/2. LOC, Category E, 800-21/2

²Categories A,B, 900-2; Category C, 900-2³/₄;

²Category E, 800-2½. ³NA when local weather not available.

JACKSON, WY JACKSON HOLE RNAV (GPS) X Rwy 11

1200-3.

1400-3.

RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4

VOR/DME Rwy 12

VOR/DME Rwv 193 ¹Categories A,B, 1200-2; Categories C,D,

²Categories A,B,1000-2; Categories C,D, ³Categories A,B,1400-2; Categories C,D,

NAME ALTERNATE MINIMUMS JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwv 271

VOR/DME-A NA when local weather not available.

RNAV (RNP) Y Rwy 22

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR GRANT COUNTY RGNL/

OGILVIE FIELD RNAV (GPS) Y Rwy 9

Category B, 900-2; Category C, 900-21/2.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 21

RNAV (RNP) Rwy 20, 800-21/22

¹Categories C, D, 700-2. ²NA when local weather not available.

KLAMATH FALLS. OR

KLAMATH FALLSILS or LOC Rwy 321

RNAV (GPS) Rwy 142 VOR/DME or TACAN Rwy 143 VOR/DME or TACAN Rwy 324 VOR or GPS-B,2100-3

¹Categories A,B, 900-2; Category C, 900-23/4; Category D, 1000-3. LOC, DME required. ²Categories A,B, 900-2; Category C, 900-2³/₄; Category D, 1000-3.

3Categories C,D, 1000-3; Category E, NA. ⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A

Categories A.B. 900-2: Category C. 900-21/2:

Category D, 900-234.

LEWISTON. ID

LEWISTON-NEZ PERCE COUNTYILS Rwy 2612

RNAV (GPS) Rwy 123 RNAV (GPS) Rwy 263 VOR Rwy 84 VOR Rwv 263

RNAV (GPS) Rwy 83

¹ILS, Category D, 800-21/4. ²NA when control tower closed. 3Category D, 800-21/4.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7 VOR Rwy 7 Category D, 800-21/4.

NAME

ALTERNATE MINS

NAME ALTERNATE MINIMUMS LIVINGSTON. MT MISSION FIELD VOR/DME-B1

VOR-A2 ¹Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22

RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR/DME-B

NA when local weather not available. Category D 800-21/4.

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwv 1412

RNAV (GPS) Rwy 144 VOR-A5 VOR/DME-C3 VOR/DME Rwy 145

LOC/DME BC-B²³ RNAV (GPS)-D3

¹ILS, Categories A, B, C, 700-2; Category D, 900-21/2. LOC, Category D, 900-21/2. ²NA when control tower closed

3Categories A, B, 2300-2; Categories C, D,

⁴Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D

MISSOULA, MT MISSOULA INTLILS Rwy 111

1400-3.

17 DEC 2009 to 14 JAN 2010

RNAV (GPS) Y Rwy 1123 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME or GPS-A,2000-3 VOR/DME or GPS-B,2000-3

¹ILS. 1600-6. LOC.NA. ²NA when local weather not available.

3Categories A, B, 1900-2; Categories C, D,

1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1

NDB Rwy 32R² RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1

RNAV (GPS) Rwy 221 VOR Rwy 4² VOR -1 Rwy 14L² VOR -3 Rwy 14L²

VOR Rwy 22²

NEWCASTLE. WY

MONDELL FIELD VOR or GPS Rwy 31 NA except for operators with approved weather reporting service. Categories A,B, 900-2; Categories C,D, 900-3.

ALTERNATE MINIMUMS

VOR or GPS-A³

VOR-A²³

NORTH BEND, OR

SOUTHWEST OREGON

RGNLILS or LOC Rwy 41

NDB or GPS Rwy 42 VOR/DME or GPS-B4

VOR/DME Rwy 44 ¹ILS, Categories A,B, 800-2; Category C, 900-21/4, Category D,1000-3. LOC, Category C, 900-21/4, Category D,1000-3. ²Category C, 900-21/4; Category D, 1000-3.

3Categories A,B, 1100-2; Categories C,D, ⁴Categories C,D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG RNAV (GPS) Rwy 7

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ILS or LOC Rwy 1712 RNAV (GPS) Rwy 172 RNAV (GPS) Rwy 352

VOR/DME Rwy 35² ¹ILS, Categories C, D, 700-2.

²NA when local weather not available. 3Category D, 800-21/4.

ONTARIO, OR

ONTARIO MUNI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

PASCO, WA

TRI-CITIESILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R

> VOR Rwy 21R3 VOR/DME Rwy 30

RNAV (GPS) Rwy 30

NA when local weather not available. ¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. 3Category D, 800-21/4.

VOR Rwy 32R² ¹NA when local weather not available.



ALTERNATE MINS



VOR-A 9

NAME ALTERNATE MINIMUMS
PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ILS or LOC/DME Rwy 25¹
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.

NA when local weather not available. ¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELDNDB-A¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.
²Category D, 800-2½.

POCATELLO. ID

POCATELLO RGNL......ILS or LOC Rwy 211 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTLILS or LOC Rwy 8

RNAV (GPS) Rwy 81 RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

VOR Rwy 28R⁵

ILS, Category A, 700-2; Categories B,C, 8002; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-

2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3.

LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5. ⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹ RNAV (GPS) Rwy 12²

¹Categories A,B, 1000-2;Category C, 1000-2³/₄; Category D, 1000-3.

²NA when local weather not available.

PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI RNAV (GPS) Rwy 5,800-21/4

RAWLINS, WY

RAWLINS MUNI/

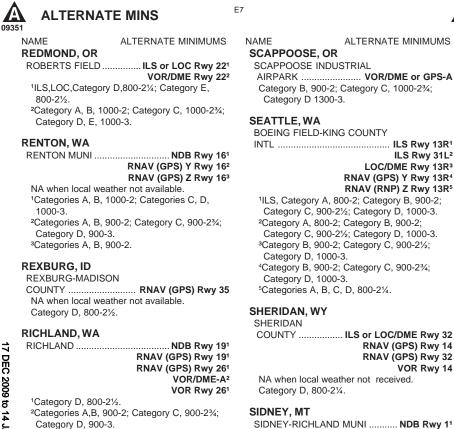
HARVEY FIELD NDB or GPS-A¹ VOR or GPS Rwy 22,1000-3²

¹Category D, 1000-3.

Category D, 1000-5.

²NA when Rawlins FSS closed.





ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER COUNTY VOR-B Category D, 800-21/4.

ROSEBURG, OR ROSEBURG RGNL.....RNAV (GPS)-B

NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 3112 LOC/DME Rwy 313 RNAV (GPS) Rwy 3113

¹NA when local weather not available. ²ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

COUNTY ILS or LOC/DME Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NDB Rwy 19² ¹Category D, 800-21/4.

²Categories C,D, 800-21/2.

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R1 RNAV (GPS)-A2 RNAV (GPS) Rwy 3L²

VOR Rwy 3L3

¹Categories A,B, 1000-2;Category C, 1000-

²Categories A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

3Categories A,B, 1000-2; Categories C.D. 1000-3

SPOKANE INTLILS or LOC Rwy 31 ILS or LOC/DME Rwy 211 VOR Rwv 3²

¹ILS, Category D, 700-2. ²Category E, 800-21/2.





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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE	MINIMUMS		
TACOMA, WA TACOMA NARRON	NSILS Rwy 17 ¹ NDB Rwy 35 ¹ RNAV (GPS) Rwy 17 ¹² RNAV (GPS) Rwy 35 ²³	WENATCHE PANGBORN MEMORIAL .		' Rwy 12, 1300 VOR/DME-0 VOR/DME-		
¹ NA when control ² Category D, 800- ³ NA when local we		¹ NA when local weather not available. ² Categories A, B, 1500-2; Categories C, D, 1500-3.				
THE DALLES, OF COLUMBIA GEOR	GE RGNL/	³ Categories A, B, 2000-2; Categories C, D, 2000-3.				
	II RNAV (GPS)-A 100-2; Category C, 1100-3; -3.		LF POINT, MT . CLAYTON RNAV (GPS) Rwy RNAV (GPS) Rwy :			
NA when local we ¹ILS, Category D, LOC, Category E	ILS or LOC Rwy 25¹ NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 7 VOR Rwy 7² ather not available. 700-2; Category E, 900-3.	WORLAND, WORLAND N Categories O YAKIMA, WA YAKIMA AIR	MUNI	or GPS Rwy		
	WA GNLILS or LOC Rwy 20¹ NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 2²² RNAV (GPS) Rwy 16² RNAV (GPS) Rwy 20² VOR/DME Rwy 2² ries A,B, 1100-2; Categories	² ILS, Catego 700-2¼; Category C ³ Category D	NAV VOR/DME or control tower closed ories A, B, 600-21/4, 700-2; Category	GPS) Z Rwy 2 TACAN Rwy 2 VOR-/ I. ; Category C, D, 800-21/4		

C, D, 1100-3.

²Category D, 800-21/2.

³NA when local weather not available.

0-4 -C12 -**A**3

16

⁵Category C, 800-21/2; Category D, 800-23/4.

⁶Categories A, B, 1100-2; Categories C, D, 1100-3.

⁷Category C, 800-21/4; Category D, 800-21/2.

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE. WY Amdt 1B. MAY 8, 2008 (FAA) ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 😿 🛕 NA

HAT/ HAT/ DA/ HATh/

HATh/ DA/ RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS PAR 27 3.0°/55/918 ABCDE **6321**/24 200 (200-1/2) ASR ABC 6500-1 9 357 (400-1) DE 6500-11/4 357 $(400-1\frac{1}{4})$

27 ABC 6520/24 399 $(400-\frac{1}{2})$ DF 6520/50 399 (400-1)

CIR ALL AB 6660-1 (600-1)C 6660-11/2 501 $(600-1\frac{1}{2})$ 501 D 6720-2 561 (600-2) Е **6960**-2¾ 801 $(900-2\frac{3}{4})$

For inoperative MALSR increase. PAR 27 category E visibility to RVR 4000. ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

GRAY AAF (KGRF), FORT LEWIS, WA (09155 USA)

ELEV 300

RADAR - (E) 128.2 139.925 239.0 317.4

HAT/ DH/ HATh/ RWY GS/TCH/RPI CAT MDA-VIS HAA **CEIL-VIS** PAR 13 3.0°/55/947 ABCD 499/40 (200-3/4) 15 200 33² 3.0°/39/730 ABCD 500-3/4 200 $(200-\frac{3}{4})$

¹Opr Mon-Fri 1600-0759Z++, exc federal holidays. POC DSN 357-4953 or C253-967-4953. Syc incl PAR and apch mnt of ILS and NDB. ²PAR not authorized when R6703D is active. ³Circling not authorized.

OPS 138 6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:

Rwy 15: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 700, then climbing left turn to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED). LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

HAT/

ELEV 193

A J EISENBERG

RADAR - 118.2 285.65 **▼ △**NA

ASR	RWY 7	GS/TCH/RPI	CAT AB CD	DA/ MDA-VIS 620-1 NA	HATh/ HAA 427	<u>CEIL-VIS</u> (500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (09071 USN)

ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x \overline{V}

PAR¹	RWY 25 ^{2 3 10} 14 ^{5 11} 7 32 ^{2 10}	GS/TCH/RPI 3.0°/40/718 3.0°/49/947 3.0°/50/961 3.0°/34/776	CAT ABCDE ABCDE ABCDE ABCDE	DH/ MDA-VIS 228-½ 139-¼ 125-½ 147-¼	HAT/ HATh/ HAA 200 100 100	CEIL-VIS (200-½) (100-¼) (100-½) (100-½)
W/O GS	25 ^{3 6} 14 ^{7 11} 7 32 ^{8 10}		ABC DE AB CDE ABCDE ABC DE	480-¾ 480-1 340-½ 340-¾ 300-1 500-¾ 500-1	452 452 301 301 275 453 453	(500-3/4) (500-1) (300-1/2) (300-3/4) (300-1) (500-3/4) (500-1)
ASR	7 14 ⁴ 11		AB CD E AB C D	440-1 440-1¼ 440-1½ 600-½ 600-1 600-1¼ 600-1½	415 415 415 561 561 561	(400-1) (400-1½) (400-1½) (600-½) (600-1) (600-1½)
	328 11		AB C D E	680-½ 680-1¼ 680-1½ 680-1¾	633 633 633 633	(700-½) (700-1¼) (700-1½) (700-1¾)
	254		AB C D E	760-½ 760-1½ 760-1¾ 760-2	732 732 732 732	(800-½) (800-1½) (800-1¾) (800-2)
CIR ⁹			A B C D	780-1 800-1¼ 800-2¼ 860-2¾ 1100-3	733 753 753 813 1053	(800-1) (800-11/4) (800-21/4) (900-23/4) (1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile. ³Caution: Trees 265' MSL, 3270' from THLD, 1647' right of RCL. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, cAT D to 2 miles, CAT E to 2½ miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁵When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABC to 1½ mile, CAT DE to 1½ mile. ⁵When CIRCLING to RWY 25 or 32, increase vis CAT A to 1½ mile. ¹⁰Amdt 2. ¹¹Amdt 1.



INSTRUMENT APPROACH PROCEDURE CHARTS IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are

minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS TAKE-OFF MINIMUMS NAME

AFTON, WY

AFTON MUNI DEPARTURE PROCEDURE: Rwv 16. Use LUNDI

without ATC clearance to ensure obstacle clearance

DEPARTURE. Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI DEPARTURE PROCEDURE: Rwv 16, turn right.

Rwv 34, turn left, All aircraft climb direct CVO VOR/

DME and continue climb in CVO VOR/DME holding pattern. (E. right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: Rwv 4, std. w/min, climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 16, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions, Rwv 22, NAobstacles. Rwy 34, std. w/min. climb of 369' per NM to

9100, or 2800-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 4, 34, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual

conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME. continue climb-in-hold to 10200 (north, left turn, 166° inbound).

BOWMAN FIELD(CON'T)

climb-in-hold to 10200 (north, left turn, 166° inbound), or

for climb in visual conditions, cross Bowman Field

Rwv 16. climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue

Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north. leftturn, 166° inbound). NOTE: Rwy 16, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159'MSL. Rwy 34, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC) AMDT 1 08157 (FAA) TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

9351



ARLINGTON, WA ARI INGTON MUNI

TAKE-OFF MINIMUMS: Rwv 11, 600-2 or std. with a

min_climb of 350' per NM to 700_Rwv 34, 500-2 or std. with a min_climb of 260' per NM to 700 DEPARTURE PROCEDURE: Rwv 11. turn right

Rwv 16. climb direct to WATON LOM, Rwvs 29.34. turn left All aircraft climb direct to WATON I OM Aircraft bearings 260° CW 340° from WATON LOM continue climb on course, Aircraft departing WATON LOM on

departing WATON LOMon bearings 150° CW 200° and bearings 340° CW 150° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR ASTORIA RGNL

TAKE-OFF MINIMUMS: Rwv 8, 800-3 or std, with a min.

climb of 320' per NM to 900. Rwy 13, 700-2 or std. with a min_climb of 350' per NM to 800 DEPARTURE PROCEDURE: Rwvs 8.31, turn left.

Rwv 13, climb runway heading to 800 then climbing right turn Rwy 26 turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via ASTR-290 then left turn to AST VOR/DME and continue climbing

AUBURN. WA AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE

AURORA. OR

AURORA STATE

DEPARTURE PROCEDURE: Rwv 17. turn right. thence... Rwv 35. turn left, thence...

... Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwv 17, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL, Rwv 35, multiple trees

and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: Rwy 13,51' derrick 2200' from departure end of

runway on centerline, 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline, 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY.OR BAKER CITY MUNI

Rwv 13, 1400-2 or std. with a min. climb of 310' per NM

BELLINGHAM. WA

BELLINGHAMINTI

direction of flight.

MSL.

BEND.OR

BEND MUNI (BDN)

DEPARTURE.

MILEY MEMORIAL FIELD

BIG PINEY. WY

AMDT 4 09183 (FAA)

1050' per min. at 200K, 1313' per min. at 250K).

climb of 315' per NM to 6000, (788' per min, at 150K.

TAKE-OFF MINIMUMS: Rwv 8, 900-2 or std, with a min.

to 6000 (775) permin at 150K 1033 permin at 200K

std, with a min, climb of 240' per NM to 6000 (600' per

min at 150K 800' permin at 200K 1000' permin at

250K). Rwv 35. CAT C.D 1000-2; or std. with a min.

climb of 240' per NM to 6000 (600' per min, at 150K.

Rwys 26.31.35, turn right All aircraft climb direct BKE

(SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

800' permin, at 200K, 1000' permin, at 250K).

DEPARTURE PROCEDURE: Rwvs 8.13, turn left.

VOR/DME, Continue climb in BKE holding pattern

DEPARTURE PROCEDURE: Rwv 16, climb heading

VORTAC. Do not exceed 210 KIAS until established

northbound, Rwv 34, climb heading 340° to 600, then

VORTAC, continue climb in holding pattern (northwest.

NOTE: Rwv 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL.

climbing left turn to intercept HUH R-145 to HUH

right turn, 149° inbound) to MEA as appropriate for

Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL.

Multiple trees beginning 1128' from departure end of

Rwv 34. lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL.

multiple trees beginning 1372' from departure end of

runway, 619' right of centerline, up to 134' AGL/246'

DEPARTURE PROCEDURE: Use BEND

TAKE-OFF MINIMUMS: Rwys 8,26, NA.

thence all aircraft climb on course.

DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via

BPI R-124. Rwv 31. climb to 10800 via BPI R-320

runway, 57' left of centerline, up to 104' AGL/249' MSL.

160° to 600, then climbing right turn direct HUH

1292' per min. at 250K), Rwy 17, NA, Rwy 31, 1300-2 or

9351 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



BILLINGS, MT BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 10R, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 10L, Climb heading 098° to 4600 before turning right NOTE: Rwv 10L. fence 466' from departure end of

runway, 535' right of centerline, 11' AGL/3511' MSL. cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL. ground beginning 21' from departure end of runway, 499'

right of centerline, 0' AGL/3505' MSL, Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline 11'AGL/3672'MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/

BLACKFOOT.ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: Rwy 1, climb to 7000 (or higher assigned altitude) direct IDA VOR/DMF before proceeding on course. Rwy 19, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE ID

BOISE AIR TERMINAL (GOWEN FIFLD)

DEPARTURE PROCEDURE: Rwvs 28L.28R, turn left Rwys 10L,10R, turn right. Climb on BOI R-214 within 20 NM to cross BOLVORTAC at or above MEA/MCA for direction of flight

BOZEMAN.MT

GALLATIN FIFLD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwvs 12.30. use BOZEMAN DEPARTURE.

BREMERTON.WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 300-1 or std. w/min.

climb of 410' per NM to 700. DEPARTURE PROCEDURE: Rwv 1. Climbing right turn to 6000 direct CAN NDB, Thence...Rwy 19, Climb

to 6000 direct CAN NDB, thence... ...Continue climb-in-hold (S, LT, 013° inbound) to 6000

before proceeding on course. NOTES: Rwv 1. Multiple bushes 380' from departure end

of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALOWY IOHNSON COLINTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13.31, 2400-2 or std, with a min, climb of 300' per

NM to 7500. Southhound aircraft: Rwv 31, 400-2 or std. with a min climb of 300' per NM to 6000

DEPARTURE PROCEDURE: Northbound aircraft: Rwv 13. turn left, Rwv 31, climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC

Southbound aircraft: Rwv 13, climb straight ahead. Rwv 31. turn right. All aircraft proceed via CZI R-319 to

CZI VOR/DME.

BURLEY.ID BURLEY MUNI

TAKE-OFF MINIMUMS: All runways, cross departure

end of runway at or above 35' AGL DEPARTURE PROCEDURE: All runways, climb direct

BURLEY (BYI) VOR/DME, Continue climb on R-305 within 10 miles to cross BYLVOR/DMF: R-024 CW R-054 at or above 5500: R-055 CW R-240 at or above 8000: R-241 CW R-023 at or above 5900.

NOTE: Rwv 2. bridge 252' from departure end of runway. 513' left of centerline, 110' AGL/4195' MSL, Stack 2205' from departure end of runway, 857' right of centerline. 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. Rwv 20. antenna 523' from departure end of runway, 338' right of centerline, 43' AGL/4217' MSL, Rwv 24, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL, Grain elevator 3106' from departure end of runway, 163' left of centerline. 137' AGI /4317' MSI

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNI (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min, climb of 340' per NM to 3600, Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22. 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwvs 4.10.22, turn right heading 280°. Rwy 28, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwv 4, tree 2581' from departure end of runway. 426' left of centerline, 100' AGL/212' MSL, Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.



BURNS OR

BURNS MUNI

DEPARTURE PROCEDURE: Rwv 3, climbing right turn thence Rwv12 climbto 4600 via heading 117°

thence... Rwys 21.30, climbing left turn, thence...

All aircraft departing on ILR R-072 CWR-209 climb on course, All others climb on ILR R-123 within 10 NM

to cross ILR VOR/DMF at or above 5000 NOTE: Rwy 21, pole 820' from departure end of runway 357' left of centerline, 20' AGL/4169' MSL.

BUTTE. MT BERT MOONEY

TAKE-OFF MINIMUMS: Rwv 11 NA-obstacles Rwv 15. std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions Rwy 29, std. w/min.climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions, Rwv 33, std, w/min, clim b of 355' per NM to

6800 or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 15, climbing right turn direct CPN VOR/DMF or for climb in visual conditions: Cross Bert Mooney Airport westbound at or

above 8800 then proceed direct CPN VOR/DME. thence Rwy 29, climb heading 293° to intercent CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME. thence... Rwv 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport

...climb in CPN VOR/DME holding pattern (hold north. left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute NOTE: Rwv 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to

westbound at or above 8800 then proceed direct CPN

100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from

departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from

departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/

CALDWELL. ID CALDWELL INDUSTRIAL

5583'MSL.

VOR/DME.thence...

TAKE-OFF MINIMUMS: Rwv 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb

via heading 299° to 4400 before proceeding on course. NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER WY CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwvs 3.8.12. turn left. All other runways, turn right, All aircraft climb direct

DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS. WA CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: Rwv 16, climb to 1000 via

heading 160° then climbing left turn to 4000 via heading 001° and OLMR-151 to OLM VORTAC before proceeding on course. Rwy 34, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD NOTE: Rwv 13, multiple trees beginning 74' from

of centerline, up to 69' AGL/6229' MSL.

departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL, Rwv 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/

6211'MSL, Rwv 31, multiple trees, road, fence and sign

centerline, up to 40' AGL/6238' MSL. Multiple poles and

sign beginning 407' from departure end of runway, 8' left

beginning 196' from departure end of runway, 76' left of

CODY, WY

YELLOWSTONE RGNI

TAKE-OFF MINIMUMS: Rwy 4, 1500-2 or std. with a min. climb of 250' per NM to 6800. Rwy 22, 1600-2 or

std, with a min, climb of 340' per NM to 6200. DEPARTURE PROCEDURE: Rwys 4,22, turn left. All aircraft climb direct COD VOR/DME, Climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above: COD

R-350 CW R-170, 6000; or R-171 CW R-349, 11800.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FLD

TAKE-OFF MINIMUMS: Rwv 5, CAT A.B. 1700-2 or std. with a min, climb of 230' per NM to 4000, CAT C.D. 2600-2 or std. with a min. climb of 320' per NM to 5400. DEPARTURE PROCEDURE: Rwys 1,5, turn left, climb

via COE R-005 to 5400, reverse course, continue climb direct COE VOR. Rwy 19, turn right. Rwy 23, turn left, climb via COE R-232 to 5000, reverse course, continue climb direct COE VOR.

COLSTRIP, MT

COLSTRIP (M46) AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV) DEPARTURE. Rwy 24, use CONUK (RNAV) DEPARTURE

9351



CONRAD, MT CONRAD

DEPARTURE PROCEDURE: Rwv 24, climb runwav

heading to 4300, then continue climb on course CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, std. with a min.

climb of 290' per NM to 3100 or 1700-3 for climb in

DEPARTURE PROCEDURE: Rwys 9, 17, climbing left

inbound) to depart at or above 3400

VOR/DME at or above 3400

visual conditions. Rwv 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

...climb in CVO VOR/DME holding pattern (E. RT. 261°

NOTE: Rwv 9, multiple trees and railroad beginning 549'

from departure end of runway, 254' left of centerline, up

beginning 670' from departure end of runway, 5' right of

obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure

to 153' AGL/383' MSL. Multiple trees and railroad

centerline, up to 135' AGL/380' MSL, Rwv 27.

turn direct CVO VOR/DME, thence...or, climb in visual

conditions to cross CVO VOR/DMF at or above 3400

Rwys 27, 35, climbing right turn direct CVO VOR/DME.

thence or climb in visual conditions to cross CVO

others continue climb in IIP VOR/DMF holding pattern

(NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600: R-200 CW R-252 0000

DOUGLAS, WY

CONVERSE COUNTY

NOTE: Rwv 5, trees 1883' from departure end of runway,

549' right of centerline, 35' AGL/5014' MSL, Trees

3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL. Trees 5458' from departure end of runway, 1954' right of centerline, 35'

DRIGGS-REED MEMORIAL (DIJ)

DEPARTURE PROCEDURE: Use LAMON

AGL/5132 MSL. Rwy 23, trees 2068 from departure end of runway, 1008' left of centerline, 35' AGL/4994'

MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

TAKE-OFF MINIMUMS: Rwv 5. 300-2 or std. with a min.

climb of 250' per NM to 5200. Rwy 23, 1700-3 or std.

via IIP VOR/DME R-342 to IIP VOR/DME, Rwv 11.

IIP VOR/DME R-325 to IIP VOR/DME. All aircraft

departing IIP R-253 CW R-180 climb on course. All

VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME

R-264 to IIP VOR/DME. Rwy 29, climbing right turn via

climbing right turn via IIP VOR/DME R-312 to IIP

with a min. climb of 260' per NM to 7200. DEPARTURE PROCEDURE: Rwv 5. climbing right turn

end of runway, 544' left of centerline up to 36' AGL/276'

COWLEY/LOVELL/BYRON.WY NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwvs 9.27. aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern

(W. right turns, 078° inbound) to cross HCY NDB at or above 9000. DEER PARK. WA

DEER PARK

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a

min. climb of 360' per NM to 5600. DEPARTURE PROCEDURE: Rwv 16. climb runwav

heading; Rwy 22, climbing left turn to heading 130°; Rwvs 4.34, climbing right turn to heading 210°:

All aircraft intercept and continue climb via the 170° bearing from DPY NDB to intercept GEG R-006 to GEG VORTAC.

DILLON. MT DILLON

TAKE-OFF MINIMUMS: Rwvs 3.21. NA.

DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns,

185° inbound) to cross DLN VOR/DME at or above: northwestbound V257 8500; southwestbound V121 8500; northbound V217600; southeastbound V21, V2579400.

EASTSOUND. WA

ORCAS ISLAND (ORS) AMDT 1 09351 (FAA)

DRIGGS.ID

AMDT 2 08157 (FAA)

DEPARTURE

TAKE-OFF MINIMUMS: Rwy 16, NA-Terrain. Rwy 34, 500-3 or std, w/min, climb of 224' per NM to 600.

DEPARTURE PROCEDURE: Rwv 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH

VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800

before proceeding on course. NOTE: Rwv 34, trees beginning 330' from DER, 411' left

of centerline, up to 120' AGL/139' MSL.

ELLENSBURG.WA

BOWERS FIELD

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or

std. with a min. climb of 340' per NM to 7800. Rwy 29.

4600-3 or std. with a min. climb of 320' per NM to 7800. DEPARTURE PROCEDURE: Rwvs 7.29. climbing right

turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W. right

EPHRATA. WA

EPHRATA MUNI (EPH) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 29. NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11,

climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

turns, 087° inbound) to MEA/MOCA for route of flight.



EUGENE.OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: Rwys16L,16R,climb to 1000 then climbing right turn... Rwys 34L, 34R, climb to 1000 then climbing left turn

...all aircraft climb direct EUG VORTAC, then climb in

FUG VORTAC holding pattern (hold north, right turn) 175° inbound) to cross EUG VORTAC at or above MEA

altitude before proceeding enroute.

NOTE: Rwv 16R, tree 1992' from departure end of

runway, 832' left of centerline, 50' AGL/419' MSL, Rwy 16L, multiple trees and power poles beginning 872' from

AGL/437' MSL, multiple trees and power poles

departure end of runway, 35' right of centerline, up to 50' beginning 890' from departure end of runway 77' left of

centerline, up to 50' AGL/433' MSL, Rwv 34R, multiple

trees beginning 2869' from departure end of runway. 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline 50' AGI /428' MSI

EVANSTON.WY EVANSTON-UINTA COUNTY BURNS FIELD

direction of flight.

DEPARTURE PROCEDURE: Rwv 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME. All aircraft: cross FBR VOR/DME at or above MEA for

EVERETT.WA

SNOHOMISH COUNTY (PAINE FIELD) TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of

353' per NM to 800.

DEPARTURE PROCEDURE: Rwvs 11, 16L/R, climbing right turn, thence...Rwvs 29.34L/R, climbing left turn.

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding

pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course. NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from

departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building of centerline, up to 78' AGL/657' MSL. Rwy 16R,

beginning 449' from departure end of runway, 162' right multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL.

Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline. up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole

beginning 3340' from departure end of runway, 180' right

of centerline, up to 95' AGL/674' MSL. Tree 5762' from

departure end of runway, 221' left of centerline, 103'

FAIRCHILD AFB (KSKA) SPOKANE. WA ORIG, 08017

DEPARTURE PROCEDURES: Rwy 5 climb on track 048° to intercept SKA R-045 to 5300, then on

course Rwy 23 climb on track 241° to 3400 then TAKE-OFF OBSTACLES: Rwv 23 Terrain 2468

MSI 194' from DER 405' right of centerline Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSL 509' from DER 750' right of centerline FORT BENTON, MT

FORT BENTON

TAKF-OFF MINIMUMS: Rwvs 5.23, std. w/min. climb

of 274' per NM to 8900 or 5100-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above

8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct

FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course: FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34,500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwv 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of

275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200

DEPARTURE PROCEDURE: Rwv 16. climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on

course. Rwy 21, climb via heading 206° to 5200, before proceeding on course. NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL, Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right

MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL Vehicle on road 1609' from DER, 419' left of centerline. 15' AGL/4394 'MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 'MSL, Vehicle on road 1610'

from DER, 419' left of centerline, 15' AGL/4380' MSL

of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence

328' from DER, 267' left of centerline, 7' AGL/4352'

9351

AGL/682'MSL.



GOODING ID GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 7, climb heading

068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right

NOTE: Rwv 7, rising terrain 59' from departure end of runway 479' right of centerline up to 3754' MSI. Fence

line 653' from departure end of runway, 332' right of

centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL, Rwy 25, vehicle on

road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE. ID

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles.

DEPARTURE PROCEDURE: Rwv 25, Use MELLR DEPARTURE

GRANTS PASS, OR **GRANTS PASS**

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000. DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct

RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS. WA

.. Rwy 15, 300-1*

Rwv 33, 300-1** * Or standard with minimum climb of 430/NM to 500. ** Or standard with minimum climb of 380/NM to 600.

Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. Rwy 33 climb runway heading direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course.

All others continue climb in GR holding pattern (Hold NW. RT. 147° inbound) to cross GR LOM at or above: 071° CW 134° bearing from GR LOM, 8500; 261° CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: Rwy7, obstruction light on lighted wind sock 237 from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226 from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. Rwy 21, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197'

right of centerline, 338' AGL/4003' MSL.

GREYBULL.WY SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwv 25. 300-1 or std. w/min. climb of 260' per NM to 4200

DEPARTURE PROCEDURE: All runways for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb

on course NOTE: Rwv 25, bush 4955' from DER, 1268' right of

centerline 2'AGI /4101'MSI

GUERNSEY.WY CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwv 14, 300-1 or std. with a

min_climb of 320' per NM to 4700_Rwv 32, 1400-2 or std, with a min, climb of 320' per NM to 5800. DEPARTURE PROCEDURE: Rwv 14, climb to 5600 via heading 150°, Rwv 32, climb to 5800 via heading 070°. All aircraft continue on course.

HAILEY.ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/ min. climb of

307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwv 31. NA-obstacles. DEPARTURE PROCEDURE: Rwv 13, Climbing right

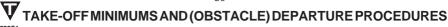
turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100'AGL/6099'MSL

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.



HAVRE MT HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/min.

climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading

032° to 3300 then climbing left turn to 8000 direct HVR

then climbing left turn to 8000 via HVR R-025 to HVR

VOR/DME thence...Rwv 8. climb heading 077° to 3300

VOR/DME thence...Rwv 21. climb heading 212° to 3300

then climbing right turn to 8000 direct HVR VOR/DMF

thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

thence... ...continue climb in hold in HVR VOR/DME holding

pattern (hold west, right turns, 094° inbound) to cross

HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: Rwv 3, pole 2682' from DER, 1044' left of

centerline, 21'AGL/2680'MSL, Rwv 8, obstruction light on windsock 59' from DER 224' left of centerline 9' AGL/2588' MSL, Tree 1192' from DER, 752' left of

centerline, 25' AGL/2610' MSL, Tank 1.3 NM from DER. 2287' left of centerline, 57' AGL/2797' MSL, Rwy 26.

light on windsock, 50' from DER, 225' right of centerline, 9'AGL/2589' MSL. Trees beginning 1617' from DER. 650' right of centerline, 25' AGL/2659' MSL.

HELENA. MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 2500-3 or std. w/min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std, w/min, climb of 560' per NM to

8100, or 1600-3 for climb in visual conditions, Rwv 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb

northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via

HLN R-336 to WOKEN INT before proceeding on NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right

of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996'MSL, tree 1011'from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL,

rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from

departure end of runway, 616' left of centerline, 47' AGL/

HERMISTON OR HERMISTON MUNI NOTE: Rwv 4, tower 379' left of departure end of

runway 50' AGI /698' MSI Rwy 22, light pole 456' left

of departure end of runway, 44' AGL/684' MSL. HOQUIAM, WA

BOWERMAN TAKE-OFF MINIMUMS: Rwv 6 600-2 or std with a

min, climb of 260' per NM to 600. DEPARTURE PROCEDURE: Rwv 6. climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

HULETT. WY HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, std, w/min, climb of 450' per NM to 6300, or 500-21/4 w/min, climb of 295'

per NM to 7700, or 2200-3 for climb in visual DEPARTURE PROCEDURE: Rwv 13. climb to 7700

climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwv 31. climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

via heading 132° before proceeding on course, or

NOTE: Rwv 13, road 398' from departure end of runway. 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwv 31, terrain 104' from departure end of runway, 420' left of centerline, 4200'

MSL, terrain 344' from departure end of runway, 233'

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA) AMDT 4 09351 (FAA)

left of centerline, 4207' MSL.

DEPARTURE PROCEDURE: All aircraft departing

IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA

holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

centerline, up to 49' AGL/4769' MSL, Tree 1034' from

DER, 715' left of centerline, 42' AGL/4762' MSL.

3906' MSL.



JEROME.ID JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 500-134 or std. w/min.

climb of 435' per NM to 4700 DEPARTURE PROCEDURE: Rwv 9. climb heading

086° to 5300 before proceeding on course, Rwy 27. climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9, bush 140' from DER, 500' left of

centerline, 16' AGL/4076' MSL, Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49'

AGL/4119' MSL. Obstruction light on building 1510' from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline. up to 53' AGL/4137' MSL. Building 2186' from DER.

173' left of centerline, 29' AGL/4119' MSL, Rising terrain starting 2549' from DER, 560' left of centerline. up to 4219' MSL, AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL, Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL.

Rwy 27, fence starting 18' from DER, 440' left of

JOHN DAY, OR

GRANT COUNTY RGNI /OGII VIE FIFI D (GCD)

AMDT 1 09015 (FAA) TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, NA. Terrain.

centerline, up to 9' AGL/3969' MSL.

DEPARTURE PROCEDURE: Rwv 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC. climb in IMB VORTAC holding pattern (E. right turns. 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwv 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662'

MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT GLACIER PARK INTI

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO. WA

SOUTHWEST WASHINGTON RGNL TAKE-OFF MINIMUMS: Rwv 12, NA, Rwv 30, 1200-2 or

BTG VORTAC or MEA for route of flight.

std. with a min. climb of 320' per NM to 1300. DEPARTURE PROCEDURE: Departure procedure

limited to CAT A.B aircraft, Rwv 30, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct

KEMMERER WY KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.10.22.28. NA - Rwv

DEPARTURE PROCEDURE: Rwv 16, climb to 12000 via heading 166° and EBR VOR/DME R-330 to EBR VOR/ DME before proceeding on course Rwv34, climb via heading 346° to 8200 then climbing right turn to 12000 via

heading 125° and FBR VOR/DMF R-345 to FBR VOR/ DMF before proceeding on course KLAMATH FALLS, OR

KI AMATH FALLS

TAKE-OFF MINIMUMS: Rwv 7 NA Rwv 14 1100-3 or

std, with a min, climb of 275' per NM to 5500. Rwy 25. 3300-3 or std. with a min_climb of 250' per NM to 7400. Rwv 32, 2000-3 or std, with a min, climb of 320' per NM to 6300 DEPARTURE PROCEDURE: Rwys 14.25 climbyia runway heading to 6000 then climbing right turn direct LMTVORTAC thence Rwv32 climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W. right turns 070° inbound) to cross LMT VORTAC at or

above 8000. LA GRANDE, OR

LA GRANDE/UNION COUNTY

TAKE-OFF MINIMUMS: Rwv 12. Cat A/B 2900-3 or std. with a min, climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min_climb of 500' per NM to 7800. Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min. climb of 350' per NM to 6100. Rwy 16, 2000-3 or std.

with a min, climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence: Rwvs 30.34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn

LAKEVIEW. OR

direct LGD NDB.

LAKE COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 3700-5 or std. with a min, climb of 320' per NM to 8800, Rwv 34, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: Rwy 16, climbing right turn

via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE. WY

LARAMIE RGNL

DEPARTURE PROCEDURE: Rwv 3, turn left. 12.21, turn right. All aircraft climb direct LAR VORTAC. continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above; westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.



LAUREL, MT LAURFI MUNI

TAKE-OFF MINIMUMS: Rwvs 9.14.27.32. NA. DEPARTURE PROCEDURE: Rwy 22 turn left All aircraft climb direct BIL VORTAC

I FWISTON ID I FWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: Rwys 8.11.26.29 turn left

direct MOG VOR/DMF Continue climb in holding pattern (W. left turns, 066° inbound) to cross MQG VOR/DMF at or above 3600

I FWISTOWN MT I FWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwv 7.12, 900-2 or std, with a min, climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2.30 turn left Rwys 7.12.20, turn right, Rwy 25, climb runway heading Allaircraft climb direct I WT VORTAC Continue climb in holding pattern (W. right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions Rwv8, std with min_climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwvs 8.26, for climb in visual conditions: cross Lexington Airport at or above NOTES: Rwv 8, trees 1.42 NM from departure end of

runway, 2386' left of centerline, 100' AGL/2159' MSL. Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwy 15, use EYESE RNAV DEPARTURE.

LIVINGSTON. MT

MISSION FIELD (LVM) AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enjvironmental

DEPARTURE PROCEDURE: Rwvs 4.22. use LIVINGSTON DEPARTURE.

MADRAS, OR MADRAS MUNI (\$33)

ORIG-A 09043 (FAA) TAKE-OFF MINIMUMS: Rwv 16, std w/a min_climb of

298' per NM to 3900 or 1100-21/2 for climb in visual conditions Rwy 22 std w/amin climb of 281 ner NM to 3900 or 1100-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 4, 34, climbing left

turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course Rwy 16, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or .Rwv 22, climb heading 216° and DSD R-348 to DSD

VORTAC to 7000 before proceeding on course or for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course

MC CALL. ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA) TAKE-OFF MINIMUMS: Rwv 34, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 16 use MCCALL DEPARTURE.

MC CHORD AFB (KTCM)

TACOMA, WA

DEPARTURE PROCEDURE: Rwv 16. Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495) to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000, After ALDER, maintain MEA/MOCA for route of flight, Rwv 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER), Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight. TAKEOFF OBSTACLES: Rwv 16. Grove of trees 143'

AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER. 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER. 959' left of centerline, Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline, Rwv 34. Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline. Tree 121' AGL/370' MSL, 3190' from DER, 526' right of

centerline. Aircraft 65' AGL/317' MSL, 186' from DER. 407' left of centerline, Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline, Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.



MC MINNVILLE. OR

MC MINNVILLE MUNI (MMV) AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 400-11/4 or std. w/min. climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb

gradient, take-off must occur no later than 2000' prior to departure end of runway Rwy 17, std w/min_climb of 300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 4, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17.22, climbing left turn to intercept UBG R-183 to UBG VOR/DMF thence or for climb in visual conditions: cross Mc Minnville Muni at or above 1800

before proceeding on course, Rwv 35, climb heading 347° to intercept UBG R-221 to UBG VOR/DME. thence ... continue climb in UBG VOR/DME holding pattern (S.

left turns, 003° inbound) until reaching MEA for route of NOTE: Rwv 4, multiple trees beginning 2040' from

departure end of runway, 353' left and 209' right of centerline, up to 100' AGL/339 feet MSL, Rwv 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL, Tree 1760' from departure end of runway, 627' left of centerline. 100' AGL/257' MSL. Rwv 22. multiple trees beginning 282'

from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwv 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up to 100' AGL/277'MSL.

MEDFORD.OR

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-Obstacles. Rwv 14, std. w/min, climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. Rwy 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 14. climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Roque Valley Intlairport at or above 4100 before proceeding direct OED VORTAC... Rwy 32, climbing right turn direct OED VORTAC, or for

climb in visual conditions, cross Rogue Valley Intl airport at or above 4100 before proceeding direct OED VORTAC... ...all aircraft climb in OED VORTAC holding pattern

(hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles DEPARTURE PROCEDURE: Rwvs 11. 29. use GRZLY

DEPARTURE.

MOSES LAKE, WA GRANT COUNTY INTI NOTE: Rwv 14R, antenna 3902' from departure end of

runway, 828' right of centerline, 98' AGL/1268' MSL. Rwv 18, pole 405' from departure end of runway 334' right of centerline, 30' AGL/1209' MSL, Windsock 496' from departure end of runway 371' left of centerline 16' AGL/1195' MSL. Rwv 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSI

MOUNTAIN HOME AFB (KMUO) MOUNTAIN HOME. ID 07270

Rwv12.30 6700-3* * Or standard with minimum climb of 270/NM to 9100.

TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/ 3028' MSI 1224' from DER 744' right of centerline Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline, Terrain 0' AGL/3035' MSL, 507' from DER, 636' right of centerline, Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL /3018' MSL 148' from DER 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER. 580' left of centerline. Road/Vehicle 15' AGL/ 3044' MSL. 1147' from DER, 794' right of centerline. Powerpole 35' AGL/3069' MSL, 2914' from DER. 940' right of centerline. Tower 30' AGL/3032' MSL. 1067' from DER, 902' right of centerline, Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from

0' AGL/2995' MSL, 40' from DER, 492' left of centerline, Terrain 0' AGL/2999' MSL, 370' from DER, 467' right of centerline, Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline, Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

DER, 1478' left of centerline, Rwv 30. Terrain

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min, climb of 305' per NM to 7300, Rwy 28, 3500-2 or std, with a min, climb of 290' per NM to 7300. DEPARTURE PROCEDURE: Rwv 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E. left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA. ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPANDB at or above 5500 before proceeding on NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of

runway, 90' right of centerline.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures

NEWCASTI F. WY MONDELL FIELD (ECS) AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.17.23.35, NA. Rwv 13.

200-1 or std. with a min. climb of 275' per NM to 4400.

Rwv 31, 300-1 or std with a min_climb of 300' per NM to 4600 DEPARTURE PROCEDURE: Rwv 31, climbing left turn

All aircraft climb to 5500 via ECS R-143, then climbing right turn direct ECS VOR, continue climb on course.

NOTE: Rwv 13, fence posts, beginning 299' from DER 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84'

AGL/4244' MSL. Rwv 31, multiple poles, beginning 74'

from DER, 237' right of centerline, up to 20' AGL/4200' MSI_Bush 5787'from DER_1441' right of centerline_13' MSL/4363' MSL, Railroad 735' from DER, 314' right of

centerline 30'AGL/4202' MSL, Road 207' from DER.

254'right of centerline, 15' AGL/4187'MSL.

NEWPORT.OR NEWPORT MUNI TAKE-OFF MINIMUMS: Rwv 2 NA Rwv 16 500-2 or std, with a min, climb of 310' per NM to 800

DEPARTURE PROCEDURE: Rwv 2. NA. Rwv 16. turn right, Rwy 34, turn left, Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn direct ONP VORTAC. Cross ONP VORTAC at or

above 2200 NORTHBEND, OR SOUTHWEST OREGON RGNL (OTH)

AMDT 4B 09071 (FAA) TAKE-OFF MINIMUMS: Rwv 4, 800-2 or std. with a min. climb of 340' per NM to 900. Rwy 13,800-2. Rwys 16,34, NA-Rwy closed. Rwy 31, 300-2 or std. with a min, climb of 240' per NM to 400.

13, 22, turn right. All aircraft climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH NOTE: Rwy 13, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL.

DEPARTURE PROCEDURE: Rwys 4,31, turn left. Rwys

OAKHARBOR, WA A J EISENBERG (OKH) ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1

DEPARTURE PROCEDURE: Rwv 7. climb via heading 071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb

NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple PASCO, WA trees beginning 664' from DER, 208' right of centerline,

via heading 251° to 2100, then climbing left turn direct

and left of centerline, 10' AGL/229' MSL. Multiple

DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

CVV VOR/DME. Continue climb on course.

up to 80' AGL/299' MSL. Fence 612' from DER, right bushes beginning 240' from DER, 64' left of centerline, up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from

visual conditions.

DEPARTURE PROCEDURE: Rwv 8, climb heading

085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200

min, climb of 706' per NM to 600, or 2200-3 for climb in

turn direct OLM VORTAC, thence...

AMDT 5A 09127 (FAA)

then climbing right turn direct OLM VORTAC, thence.

or climb in visual conditions to cross QLM VORTAC at

or above 2300, thence... Rwy s 26.35, climbing right

... continue climb in OLM VORTAC holding pattern

VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, multiple trees beginning 880' from DER.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL, Rwv 17, multiple trees beginning 1008' from DER, 24' left of centerline.

up to 100' AGL/490' MSL. Multiple trees beginning 752'

from DER, 3' right of centerline, up to 100' AGL/370'

beginning 475' from DER, 595' left of centerline, up to

100' AGL/330' MSL. Multiple trees beginning 338' from

DER, 339' right of centerline, up to 100' AGL/309' MSL.

Rwv 35, multiple trees beginning 2176' from DER, 198'

DER, 621' right of centerline, up to 100' AGL/315' MSL.

left of centerline, up to 100' AGL/313' MSL. Multiple

trees and field light on hangar beginning 657' from

TAKE-OFF MINIMUMS: Rwv 17, 2200-2 or std. with a

DEPARTURE PROCEDURE: Rwv 17, use GETNG

MSL. Rwy 32, multiple trees, poles, and buildings

centerline up to 100' AGL/2458' MSL. Multiple trees,

beginning 340' from departure end of runway, 405' left of

min. climb of 300' per NM to 4200, Rwv 35, NA.

RNAV DEPARTURE. Rwy 35, NA.

MSL. Rwy 26, multiple trees and WSK on building

(south, right turn, 356° inbound) to cross OLM

214' left of centerline, up to 100' AGL/343' MSL.

TAKE-OFF MINIMUMS: Rwv 17, 300-2 or std. with a

OLYMPIA. WA OLYMPIA RGNI (OLM)

ONTARIO.OR ONTARIO MUNI (ONO) AMDT 3 08325 (FAA) DEPARTURE PROCEDURE: Rwy 32, climb to 9600 on a heading between 010° CW to 141° from departure end

OMAK. WA

OMAK

of runway or minimum climb of 280' per NM to 9600 for all other courses.

NOTE: Rwy 14, multiple trees, poles, and buildings

beginning 90' from departure end of runway, 157' right of

centerline up to 120' AGL/2314' MSL. Multiple trees, poles, and buildings beginning 502' from departure end of runway, 506' left of centerline up to 120' AGL/2314'

poles, and buildings beginning 2' from departure end of runway, 472' right of centerline up to 100' AGL/2431' MSL.

TRI-CITIES

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.

9351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



FASTERN OREGON RGNI, AT PENDI ETON

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing

Rwys 11, 16, climbing right turn direct PDT VORTAC

left turn direct PDT VORTAC, thence

Rwy 25 climb direct PDT VORTAC, thence

at or above MEA before proceeding on course NOTE: Rwv 16, multiple trees beginning 232' from DER.

... continue climb in PDT VORTAC holding pattern (West left turn 073° inbound) to cross PDT VORTAC

348' right of centerline, up to 100' AGL/1579' MSL.

MSL. Rwy 29, terrain 189' from DER 247' left of

PINEDALE/RALPH WENZ FIELD (PNA)

Rwy 25, multiple antennas and terrain beginning 203'

from DER 259' left of centerline up to 13' AGL /1512'

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb

of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwv 11, climbing right

turn to 10000 via heading 190° and BPIR-040 to BPI

VOR/DME before proceeding on course, Rwy 29.

climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course

Wenz Field at or above 11800 before proceeding on

or for climb in visual conditions; cross Pinedale/Ralph

departure end of runway, 71' left of centerline, up to 12'

AGL/2251' MSL. Multiple bushes beginning 362' from

departure end of runway, 514' right of centerline, up to

12' AGL/2251' MSL, Rwv 30, multiple bushes and road

beginning 68' from departure end of runway, 75' right of

DEPARTURE PROCEDURE: use KNURL ONE

PORT ANGELES, WA

PORT ANGELES CGAS DEPARTURE PROCEDURE: Conter departure, climb

from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE_right turns_237° inbound)

to MEA for direction of flight.

WILLIAM R FAIRCHILD INTI DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use

PORTI AND OR

PORTLAND INTL (PDX) AMDT 6 09015 (FAA)

TAKE-OFF MINIMUMS: Rwv 3, 500-3 or std. w/min. climb of 400' per NM to 600, Rwy 10L/R, std. w/min.

WATTR FIVE DEPARTURE

climb of 270' per NM to 2900, Rwy 21, std. w/min, of 310' per NM to 1800.

DEPARTURE PROCEDURE: Rwv3, climb heading 025° to 700, then climbing left turn direct BTG VORTAC, thence ... Rwvs 10L.10R, climb heading 099°

to 500, then climbing left turn direct BTG VORTAC. thence ... Rwy 21, climb heading 205,03 to 500, then climbing right turn direct BTG VORTAC, thence Rwys 28L, 28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence continue climb in BTG VORTAC holding pattern

(hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on

NOTE: Rwv 3. signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and

vehicle on road beginning 609' from departure end of runway, 7' left of centerline, up to 100' AGL/416' MSL. Rwv 10L, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL. Rwy 10R, pole 1996' from departure

end of runway, 758' right of centerline, 54' AGL/74' MSL.

note: Rwv 21, trees beginning 1319' from departure end

end of runway, 36' left of centerline, up to 100' AGL/317'

of runway, 155' right of centerline, up to 100' AGL/318'

MSL. Poles and trees beginning 353' from departure

Rwy 28R, multiple signs, poles, and vehicle on road beginning 876' from departure end of runway, 654' right

MSL. Rwv 28L, trees 1873' from departure end of

runway, 836' left of centerline, 50' AGL/88' MSL.

of centerline, up to 27' AGL/69' MSL.

PLENTYWOOD, MT SHER-WOOD NOTE: Rwy 12, multiple bushes beginning 47' from

course.

PENDLETON, OR

AMDT 3 09183 (FAA)

centerline 1493 MSI

AMDT 2 09295 (FAA)

PINEDALE. WY

centerline, up to 12' AGL/2303' MSL. Multiple bushes beginning 217' from departure end of runway, 60' left of centerline, up to 12' AGL/2296' MSL.

POCATELLO RGNL (PIH) AMDT 7 09351 (FAA)

POCATELLO, ID

DEPARTURE.

POLSON, MT

POLSON TAKE-OFF MINIMUMS: Rwy 18, N/A-extremely

precipitous terrain. Rwy 36, standard with a min. climb

of 270' per NM to 8400'. DEPARTURE PROCEDURE: Rwy 36, Use ANGIL RNAV DEPARTURE.

NOTES: Rwy 36, Road 509' from departure end of runway, 2955' MSL. Trees 2.39 NM from departure end

9351

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

ridges.

of runway, 3383' left of centerline, 100' AGL/3179 MSL, Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River



PORTLAND, OR (CON'T) PORTLAND-HILLSBORO

TAKF-OFF MINIMUMS: Rwv 30. 200-11/4 or std. with a

min, climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway DEPARTURE PROCEDURE: Rwv 12, climbing right

turn direct UBG VOR/DME...Rwvs 2, 20, 30, climbing left turn direct UBG VOR/DMF

...all aircraft climb in UBG VOR/DME holding pattern (west, right turn, 108° inbound) to cross UBG VOR/

DME at or above MEA/MCA for direction of flight before proceeding on course. NOTE: Rwv 2, multiple roads beginning 246' from

departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL. Rwv 12, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL, Rwv 30, multiple trees beginning 1664' from departure end of runway. 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline. 26' AGL/215' MSL.

PORTI AND-TROLITDALE

TAKE-OFF MINIMUMS: Rwy7, 3600-2 or std. with a min, climb of 380' per NM to 4100, Rwy 25, 900-2 or std. with a min, climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy7, turn left. Rwy 25, turn right, All aircraft climb via BTG R-125

direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: Rwy 3,16,21,34, NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwv 31, turn left, All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR PRINEVILLE (S39)

AMDT 1 08213 (FÁA)

TAKE-OFF MINIMUMS: Rwv 10, std, w/min, climb of

350 feet per NM to 6500, or 2400-3 for climb in visual conditions Rwv 15, std w/min_climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28. std w/min_climb of 450' per NM to 6700_or 2400-3 for climb in visual conditions Rwv 33, std. w/min.climb.of. 380' per NM to 6700, or 2400-3 for climb in visual DEPARTURE PROCEDURE: Rwv 10, climb heading

102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course, Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 28. climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. NOTE: Rwv 10, trees beginning 2693' from departure end

of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwv 15. trees beginning 1129' from departure end of runway 697' right of centerline up to 100' AGL /3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwv 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOWRGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwv 23, 300-1 or std, with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwv 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions: cross Pullman-Moscow Ronl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwv 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.



PUYALLUP, WA PIERCE COUNTY-THUN FIELD (PLU)

AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 34, 300-1

DEPARTURE PROCEDURE: Rwv 16, climbing right

turn, Rwv 34, climb runway heading, All aircraft climb via

SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in

COTNY holding pattern (Hold S. left turns, 338°

inhound) to depart COTNY at or above: 001° CW 090°

3500.090° 3500.091°CW 120° 10.400.121° CW 170°

2700.171°CW360°1500.

NOTE: Rwv 16. light pole 511' from DER, 567' right of

centerline, 40' AGL/552' MSL. Multiple poles on building

beginning 187' from DER, 416' left of centerline, up to

575' MSL. Multiple trees beginning 363' from DER, 656'

left of centerline to 540' right of centerline, up to 662'

MSL, Vehicles on road beginning 1149' from DER, 512' right of centerline, up to 15' AGL/582' MSL. Terrain

beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from DER, 303' left of centerline, 574' MSL, Rwv 34, multiple

trees beginning 58' from DER 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155'

from DER, 464' left of centerline, 578' MSL, Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS. WY RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwv 4, 600-2 or std, with a min.

climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwvs 10.28, NA.

DEPARTURE PROCEDURE: Rwy 4, turn right. Rwy 22, turn left, Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route.

Aircraft departing eastbound V4 or V6 climb via RWLR-200 to assigned route then climb on course. REDMOND. OR

ROBERTS FIELD (RDM)

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, std. w/min. climb of

269' per NM to 4700. Rwy 28, std. w/min. climb of 276' per NM to 4800. DEPARTURE PROCEDURE: Rwv 4. climbing left turn via heading 265° and DSD R-047 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North,

right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: Rwy 28, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA RENTON MUNI (RNT)

AMDT 7 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb

of 405' per NM to 800, or 1100-21/2 for climb in visual

conditions Rwv 34 500-2% or std with a min_climb of

315' per NM to 700.

DEPARTURE PROCEDURE: Rwv 16, climb heading

157° to 700, then climbing right turn direct SEA VORTAC, thence.... or for climb in visual conditions: cross Renton Muni Airport westbound at or above 1000

MSL, then proceed on SEA R-029 to SEA VORTAC. thence... Rwv 34, Climb heading 337° to 700, then climbing left turn direct SEA VORTAC thence ...Climb in SEA VORTAC holding pattern (East, left

turns, 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight. NOTES: Rwv 16, trees, towers, lights and blast shield

beginning 185' from DER 4' left of centerline up to 100' AGL/574' MSL. Trees, lights and sign beginning 40' from DER, 54' right of centerline, up to 100' AGL/297' MSL. Rwv 34. Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSI Trees terrain and wood piling beginning 75' from

DER, 7' right of centerline, up to 100' AGL/426' MSL.

REXBURG.ID REXBURG-MADISON COUNTY

DEPARTURE PROCEDURE: Rwv 17, climbing right turn, Rwv 35, climbing left turn. All aircraft climb via IDA VOR/DME R-015 to RIGBY Int to MEA for route of

flight before proceeding on course. NOTE: Rwv 17, 100'AGL trees 125' from departure end of runway, 350' left of centerline, Rwy 35, 100' AGL trees 350' from departure end of runway, 450' right of centerline, 100' AGL trees 750' from departure end of runway, 500' left of centerline.



RICHI AND WA RICHI AND

TAKE-OFF MINIMUMS: Rwv 1, 200-1 or std. w/min. climb of 310' per NM to 700. Rwy 19. std. w/min. climb of 480' per NM to 2300, or 1800-21/2 for climb in visual

conditions, Rwv 26, 500-21/2 or std, w/min, climb of 309 per NM to 1000 DEPARTURE PROCEDURE: Rwv 1, climbing right turn via heading 070° and PSC R-301 to PSC VOR/

DME, thence...Rwv 8, climbing right turn direct PSC VOR/DME, thence... Rwv 19, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/ DME thence...Rwy 26, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence... ...climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or

above MEA for route of flight before proceeding on NOTE: Rwv 1, crane and multiple poles 752' from departure end of runway, 477 right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. Rwy 8, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad

beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL, Rwv 19, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees. terrain, and buildings 22' from departure end of runway. 30' left of centerline, up to 100' AGL/479' MSL. Rwy 26, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway. 255' right of centerline, up to 18' AGL/417' MSL.

RIVERTON. WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS. WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC, Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260°inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMI IMS: Rwv 16 std w/min climb of

260' per NM to 9900 or 6100-3 for climb in visual conditions Rwv34, std w/min_climb of 250' per NM to 9900 or 6100-3 in visual conditions DEPARTURE PROCEDURE: Rwv 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course Rwv 34, climb

to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. NOTE: Rwv 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwv 34, building 158' from DER 370' left of centerline 40' AGL /3130' MSL Tree 1358' from DER 556' left of centerline 50' AGL/



ROSEBURG.OR ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb of

642' per NM to 2000, or 1700-3 for climb in visual conditions, Rwv 34, std. with a min, climb of 760' per

NM to 2000, or 1700-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 16, climb direct

RBG VOR/DMF or climb in visual conditions to cross

Roseburg Airport southbound at or above 2200, then

direct RBG VOR/DME. Then via RBG R-157 and right

turn direct RBG VOR/DMF to cross at or above the

cross Roseburg Airport northbound at or above 2200

and then via heading 342° to 4000. Then climbing left

have not reached the MCA or MEA for route of flight

NOTE: Rwv16, tower 1.56 NM from departure end of

runway, 2231' right of centerline, 50' AGL/1201' MSL.

of centerline, 21' AGL/980' MSL, tree 1.46 NM from

centerline, 45' AGL/964' MSL, pole 1.36 NM from

departure end of runway, 921' right of centerline, 75'

AGL/914' MSL, rod on airway beacon 1,29 NM from

departure end of runway, 409' right of centerline, 52'

obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557'

MSL. Rwv 34, tree 1.10 NM from departure end of

pole 4850' from departure end of runway, 56' left of

from departure end of runway, 508' left of runway

centerline, 21' AGL/780' MSL. Tree 5067' from

departure end of runway, 265' right of centerline, 43'

AGL/802' MSL. Tree 4260' from departure end of

centerline, 100' AGL/642' MSL. Tree 913' from

runway, 2003' left of runway centerline, 60' AGL/1179

MSL, Tree 5165' from departure end of runway, 1744' left

centerline, 15' AGL/894' MSL. Tree 4785' from depature

end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826'

left of runway centerline, 17' AGL/896' MSL. Tree 4079'

runway, 345' right of centerline, 42' AGL/761' MSL. Tree

1465' from departure end of runway 329' right of runway

departure end of runway, 217' right of runway centerline,

MSL. Hill 1065' from departure end of runway, 299' right

100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615'

of runway centerline 608' MSL. Trees beginning 60'

centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway

centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway

centerline, 15' AGL/560' MSL. Multiple signs beginning

792' from departure end of runway, 550' left of runway

centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway

from departure end of runway, 117' left of runway

of centerline, 64' AGL/1023' MSL. Obstruction light on

AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL.

departure end of runway, 1298' right of runway

tree 1.47 NM from departure end of runway, 1560' right

turn direct RBG VOR/DMF to cross RBG VOR/DMF

at or above MCA or MEA for route of flight. Aircraft that

continue climb via RBG R-157 and right turn direct RBG

MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to

min, climb of 240' per NM to 800, Rwv 16, 600-2 or std.

with a min. climb of 340' per NM to 800.

SALEM, OR

MCNARY FIFLD TAKE-OFF MINIMUMS: Rwv 13, 600-2 or std. with a

DEPARTURE PROCEDURE: Comply with SIDs or:

Rwvs 31.34, turn right, Rwv 16, turn left, Rwv 13, climb heading 130°. All aircraft climb direct TURNO LOM/

Int. Continue climb in holding (SE, left turns, 310° inhound) to cross TURNO LOM/INT at or above MEA

LEMHL COUNTY

for route of flight.

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or

std, with a min, climb of 390' per NM to 8000. DEPARTURE PROCEDURE: Rwv 17. NA. Rwv 35. climb runway heading to 8000, then climbing left turn to 11.300 direct LKT VOR/DME before proceeding on

course.

SALMON, ID

SANDPOINT.ID SANDPOINT

TAKE-OFF MINIMUMS: Rwv 1, 4200-2 or std. with a

min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std, with a min, climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwv 19. climbing left turn to COE VOR/DME via

to 9000 via 310° bearing from SAA NDB then continue

SARATOGA, WY SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a min. climb of 220' per NM to 7400. DEPARTURE PROCEDURE: Rwv 5. turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb

heading 140° and COE R-002.

climb on course. SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn

direct BTG VORTAC. Rwy 33, climbing right turn

direct BTG VORTAC. Aircraft departing BTG R-160

CW R-329 climbing left turn on course. All others climb

in BTG VORTAC holding pattern (NW, right turns, 149°

inbound) to cross BTG VORTAC at or above MEA/

MCA for direction of flight. NOTE: Rwy 15, 158' MSL tree 470' from departure end of

runway, 499' right of centerline, Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

of centerline; 142' MSL trees 1343' from departure end

of runway, 348' right of centerline.

VOR/DME

9351

centerline, 29' AGL/557' MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES



SEATTLE, WA BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwv 131 . 500-3 w/min_climb of

232' per NM to 800, or 1000-21/2 for climb in visual conditions Rwv13R.std w/amin climb of 476' per NM to 900, or 500-3 w/a min, climb of 386' per NM to 900 or 1000-21/2 for climb in visual conditions Rwv 311. std w/amin_climb of 386' per NM to 800_or 300-11/2 w/

min, climb of 235' per NM to 800, or 1000-2 1/2 for climb in visual conditions Rwv 31R, std w/a min_climb of 334' per NM to 900, or 400-13/4 w/ min, climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwys 131 /R. climbing right turn. Rwvs 31L/R, climbing left turn. All aircraft climb direct to SEA VORTAC, continue climb in SEA

VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. NOTES: Rwv 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway. 411' left of centerline, up to 127' AGL/479' MSL Rwv13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwv 31L, multiple trees, fence, and building beginning 250' from departure end of runway. 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL, Rwv31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway,

SEATTLE-TACOMA INTL (SEA)

AGL/101'MSL.

AMDT 4 08325 (FAA)

DEPARTURE PROCEDURE: Rwys 16L, 16C, 16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

389' right of centerline, up to 103' AGL/350' MSL.

departure end of runway, 99' left of centerline, up to 71'

Multiple obstruction lights beginning 214' from

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure end of runway, 1064' right of centerline, up to 100' AGL/ 476' MSL. Rwy 16C, trees beginning 4477' from

departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy 34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway,

857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT SHELBY

TAKE-OFF MINIMUMS: Rwv 5, 200-11/4 or std. w/min.climb

of 212' per NM to 3700, or alternatively, w/std. takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 1300' prior to departure end of NOTE: Rwv 5, fence post 320' from departure end of runway

162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwv 11, truck on road 906' from departure end of runway 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway 26' right of centerline 75' AGL/ 3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway 174' left of centerline 22' AGL/ 3451'MSL

SHELTON, WA SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwv 5, std. w/a min, climb of 312'

per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23 std w/amin climb of 414' per NM to 4000 or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 5. climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL, Rwy 23. multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



SHERIDAN WY SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwv 5, 700-3 or std. w/min.

climb of 318' per NM to 5100, or. . . Rwv 14, 800-3 or std. w/min_climb of 263' per NM to 5100_or Rwv 23, 900-3 or std. w/min, climb of 348' per NM to 5100, or.

1400/3 for climb in visual conditions. Climb in visual conditions NA at night

DEPARTURE PROCEDURE: Rwv 5. climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence...Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or

climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwv 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to

SHR VORTAC, thence... Rwv 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence... ...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from

departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSI

SIDNEY, MT

SIDNEY-RICHLAND MUNI

TAKE-OFF MINIMUMS: Rwv 28, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 15R, 331 NA-obstacles

Rwy 15L, std, w/min, climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions, Rwv 33R, std, w/ min_climb of 475' per NM to 800_or 1200-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 151 . climbing right

turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON I OM thence aircraft departing WATON LOM on bearings 150°

CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course NOTE: Rwv 15L, tree 81' from DER, 177' right of

centerline, 40' AGL/106'MSL, Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline. 40' AGL/56' MSL, Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



SPOKANE, WA FELTS FIELD

TAKE-OFF MINIMUMS: Rwys 3L,3R, std. w/min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions, Rwy 21L, std, w/min, climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. Rwy

21R. std. w/min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 3L, 3R, climb to

3600, then climbing right turn heading 210° and GEG R-

050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400.

then via GEG R-050 to GEG VORTAC, Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course, Rwvs 21L, 21R. climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course. NOTE: Rwy 3L, multiple trees beginning 5000' from departure end of runway, 530' left of centerline, up to 104' AGL/2513'MSL. Tree 1854' from departure end of

runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. Rwy 3R, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of centerline, up to 128' AGL/3560' MSL. Rwy 21L, pole 316' from departure end of runway, 302' left of centerline,

33' AGL/1992' MSL, tree 926' from departure end of

runway, 362' left of centerline, 50' AGL/2006' MSL. building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/ 1975' MSL. Elevator 4080' from departure end of runway. 598' left of centerline, 134' AGL/2080' MSL. Rwy 21R, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/

1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway, 404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29' AGL/1975' MSL, pole 1427' from departure end of runway, 13' right of centerline, 33' AGL/1982' MSL.

SPOKANE INTL

DEPARTURE PROCEDURE: All aircraft climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200. southeast thru westbound climb on course.

STEVENSVILLE, MT STEVENSVILLE

TAKE-OFF MINIMUMS: Rwv 12, do not exceed 210 knots.

until established on MSO R-163. Rwv 30, do not exceed 210 knots until established on MSO R-160 DEPARTURE PROCEDURE: Rwv 12, climbing right turn via heading 335 and MSO R-163 to MSO DMF climb in MSO VOR/DMF holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn. 340° inhound) to 13000' before proceeding on course.

SUNRIVER, OR SUNRIVER

TAKE-OFF MINIMUMS: Rwv 18 300-1 or std with a min climb of 360' per NM to 4400. Rwv 36, 600-2 or std. with a min, climb of 240' per NM to 4900. DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 7000 then climbing left turn direct DSD VORTAC Rwv 36, climb direct to DSD VORTAC Then

TACOMA, WA

TACOMA NARROWS

all aircraft climb on course.

TAKE-OFF MINIMUMS: Rwv 35, 400-1 or std, with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwv 17, turn right, climb via heading 230° to intercept QLM R-009 then direct OLM VORTAC, Rwv 35, turn left, climb via heading 270° to intercent SEA R-230 then direct CARRO INT Continue climb in holding (SW, right turns, 047° inbound)

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

to MEA or assigned altitude for route of flight.

TAKE-OFF MINIMUMS: Rwv 2. CAT A.B 1100-2 or std. with a min, climb of 350' per NM to 1500, CAT C.D 2600-3 or std. with a min. climb of 475' per NM to 3100. Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200, Rwv 12, 1400-3 or std. with a min, climb of 500' per NM to 2000. Rwy 20, 1800-3 or std. with a min. climb of 470' per NM to 2200. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwvs 2.7. climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwvs 20. 30, climbing left turn heading 120°. aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31. use FETUJ RNAV DEPARTURE.

9351



TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY RGNI

TAKE-OFF MINIMUMS: Rwv 12 NA

DEPARTURE PROCEDURE: Aircraft departing on

TWF R-240 CW R-080 climb on course All others climb runway heading 6000 then climbing turn direct TWF VORTAC Climb in holding pattern (NW_right

turns 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER. WA PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. std. w/min. climb of 358'

per NM to 600, or 500-3 w/min, climb of 201 per NM to 600, or 900-2½ for climb in visual conditions. Rwy 26. 600-3 or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 8. climb heading 079° to 500 then climbing left turn direct BTG VORTAC

thence... or for climb in visual conditions: cross Pearson Field at or above 800 MSI, then proceed on

BTG VORTAC R-179 to BTG VORTAC, thence... Rwv 26. climb heading 259° to 700 then climbing right turn direct BTG VORTAC, thence, ... or for climb in visual conditions: cross Pearson Field at or above 800 MSL

then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... ...continue climb in BTG VORTAC holding pattern (hold

northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight. NOTE: Rwv 8, tree 1.4 NM from departure end of runway. 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline. 100' AGL/401' MSL. Tree 2 NM from departure end of

runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL, Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL.

Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA. WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7, 20,25,34, turn left, Rwy 16, turn right, All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight. NOTE: Rwv 16, antenna 365' from departure end of

runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER.ID WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std. w/min. climb of 310' per NM to 3900 or 2400-3 for climb in visual conditions, Rwv 30, std. w/min, climb of 360' per NM to

4000 or 2400-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 12, climb heading 121° to 3900 before proceeding on course. Rwv 30. climb heading 301° to 4000 before proceeding on course for climb in visual conditions: cross Weiser Muni airport at or above 4400 before proceeding on course.

NOTE: Rwv 12, tree 248' from departure end of runway. 443' right of centerline, 100' AGL/2184' MSL, Rwy 30. tree 1907' from departure end of runway 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA PANGBORNMEMORIAL

TAKE-OFF MINIMUMS: Rwv7. NA. Rwv12. 1500-2 or

std. with a min. climb of 510' per NM to 2900. 25.30 CATA B 1600-2 or std with a min_climb of 360

per NM to 3100. CAT C.D 5500-3 or std. with a min. climb of 570' per NM to 7200. DEPARTURE PROCEDURE: Rwv 12. climb runwav

heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-140 climb on course. All others continue climb in EAT VOR/DME holding pattern (E.right turns, 253° inbound) to cross EAT VOR/DME at or above: R-141 CW R-200

WEST YELLOWSTONE, MT YELLOWSTONE

7400: R-201 CW R-009, 8200.

TAKE-OFF MINIMUMS: Rwv 19, 2200-2 or std. with a min, climb of 245' per NM to 8900, FAR 135 AUTH: Rwv 1. 1/2 mile. DEPARTURE PROCEDURE: Rwv 1. turn right.

aircraft climb direct TARGY LOM, Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above: bearing 360° CW 190° 9300, bearing 220° CW 360° 10500

WHEATLAND. WY PHIFFR AIRFIFI D

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to

9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course. NOTE: Rwy 8, multiple trees 512' from departure end of

runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/vehicles beginning 2' from departure end of runway, on centerline

to 499' right of centerline, 100' AGL/4859' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

WHIDBEY ISLAND NAS (AULT FIELD)

(NUW)

Diverse departures not authorized

MILITARY DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 430'/NM until 600. Climbing left turn

to 2000, intercept NUW R-067, expect radar vectors to

ioin assigned route. Rwv 14: Climbing left turn to 2000. intercept NUW R-128, expect radar vectors to join assigned route Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route, Rwv

32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not

received by 10 DME of NUW TACAN, climb to 3000. intercent the NUW 11 DMF ARC to join assigned route. CIVIL DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 270'/NM until 700. Climbing left turn to 2000 via heading 067°, expect radar vectors to join

assigned route. Rwv 14: Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwv 32: Climb to 2000 via heading 317°.

expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route, TAKEOFF OBSTACLES: Rwv 7: Terrain 7813' from DER 2469' left of centerline

276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL, Trees, 5239' from DER, 6257' left of centerline, 495' MSL, Trees, 8561' from DER, 3685' left of centerline, 426' MSL, Trees, 12,561' from DER.

4814' right of centerline, 462' MSL, Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15.361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. Rwv 16, 300-2 or std, with a min, climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others

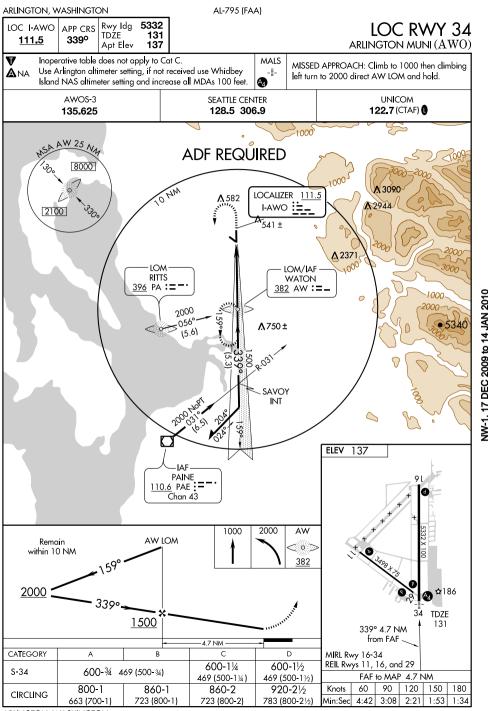
continue climb in RLY VOR/DME holding pattern (N. right turns, 159° inbound) to cross RLY VOR/DME at orabove 7000.

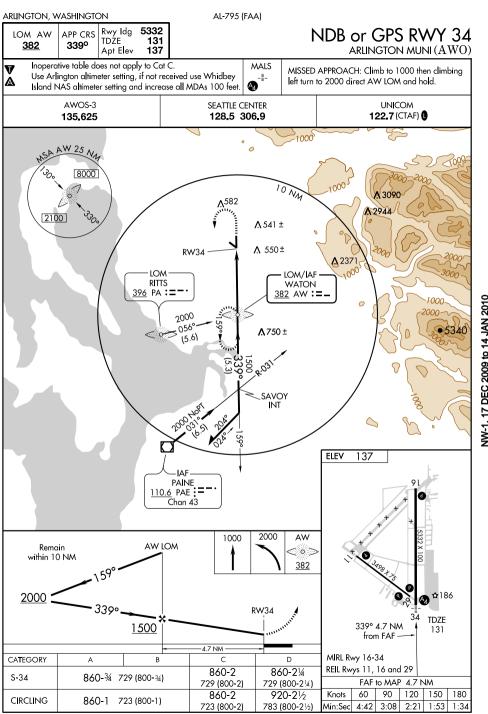
YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: Rwy 4, NA. Rwy 9, 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200

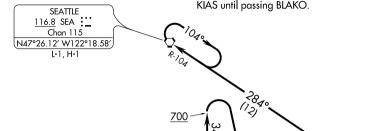
DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.





SL-10224 (FAA)

KIAS until passing BLAKO.



700

TAKE-OFF MINIMUMS

Chan 33 TAKE-OFF OBSTACLE NOTES: RWY 16: AAO 3.2 NM from DER, 3643' left of centerline 200' AGL/724' MSL.

RWY 34: AAO 3.2 NM from DER, 5520' right of centerline 200' AGL/639' MSL. Powerline 1804' from DER,

△ BLAKO N47°19.60′ W122°04.09′

on centerline, 80' AGL/122' MSL.

NOTE: Chart not to scale.

McCHORD 109.6 TCM **Ξ**1-

(S5Ø1.S5Ø) 07298

SEATTLE CLNC DEL

SEATTLE DEP CON

123.85

AUBURN ONE DEPARTURE (OBSTACLE)

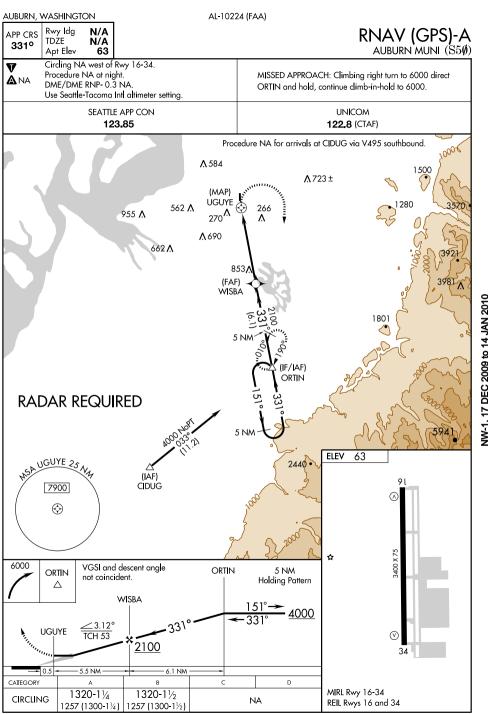
DEPARTURE ROUTE DESCRIPTION

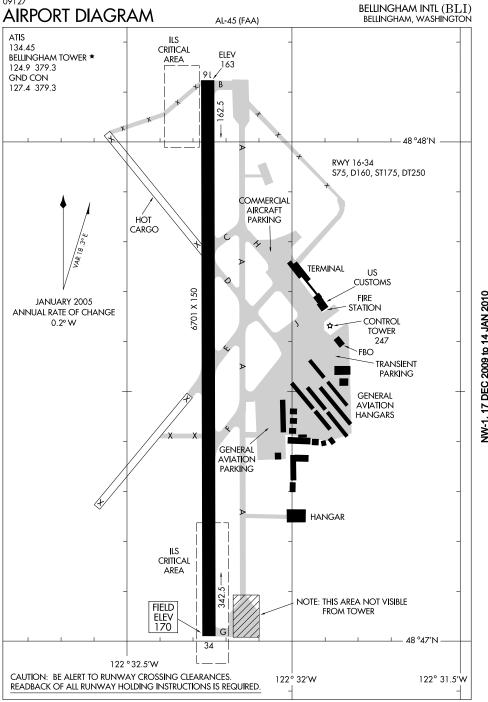
via the TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC: or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200', then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

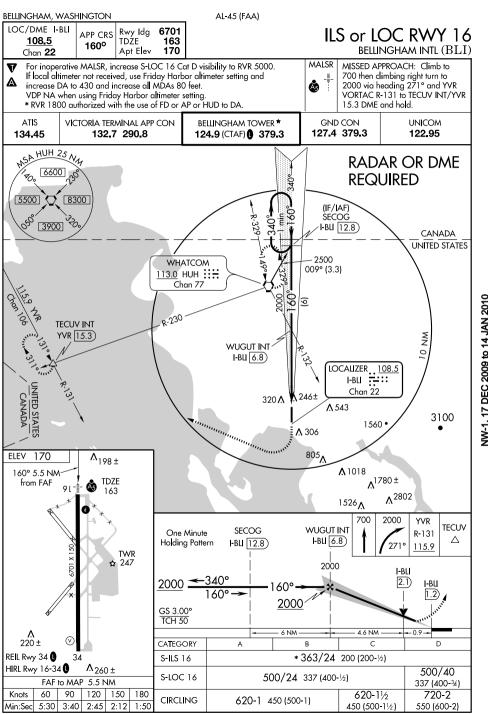
TAKE-OFF RUNWAY 16: Climb heading 162° to 700, then climbing left turn to 3000

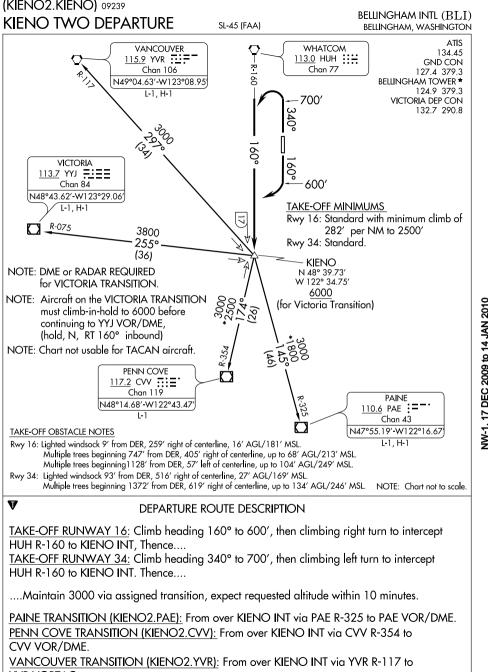
TAKE-OFF RUNWAY 34: Climb heading 342° to 700, then climbing right turn to 3000 via heading 150° to TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC; or climb in visual conditions east of RWY 16/34 to cross Auburn Muni southbound at or above 1200', then climb to 3000 via heading 150° and TCM R-035 to BLAKO INT then left turn via the SEA R-104 to SEA VORTAC. Do not exceed 180 KIAS until passing BLAKO. Thence....

....hold E SEA VORTAC, RT, 284° inbound; when authorized by ATC, climb-in-hold to 5000, or as assigned before proceeding on course.

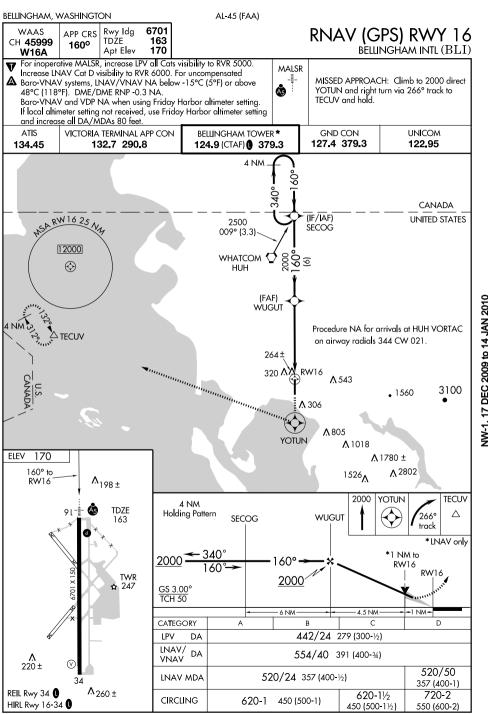


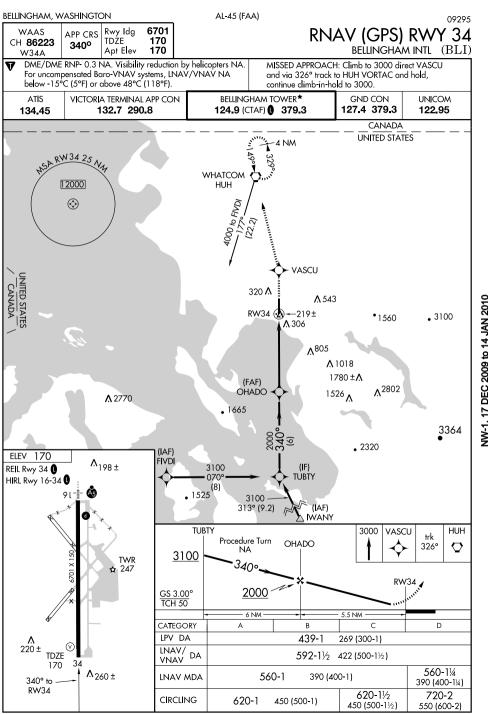


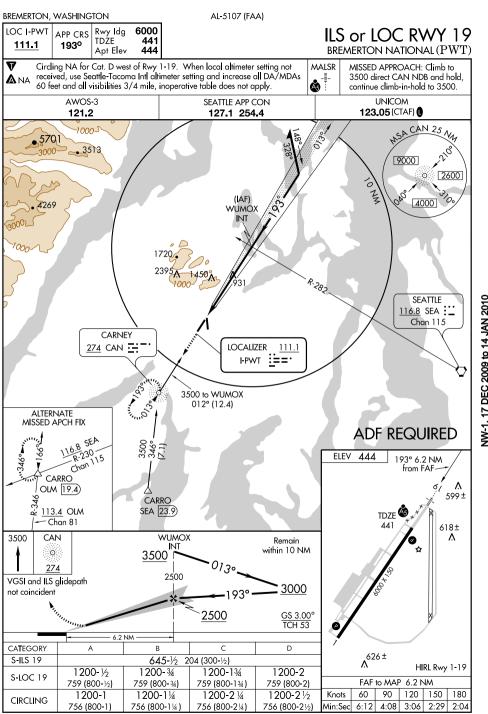


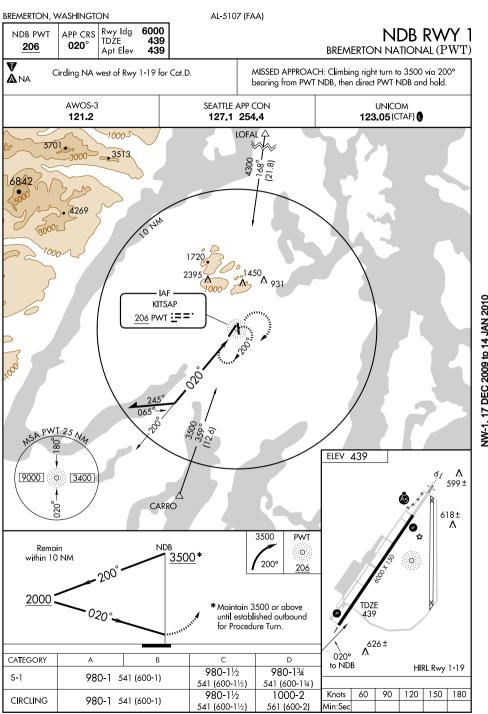


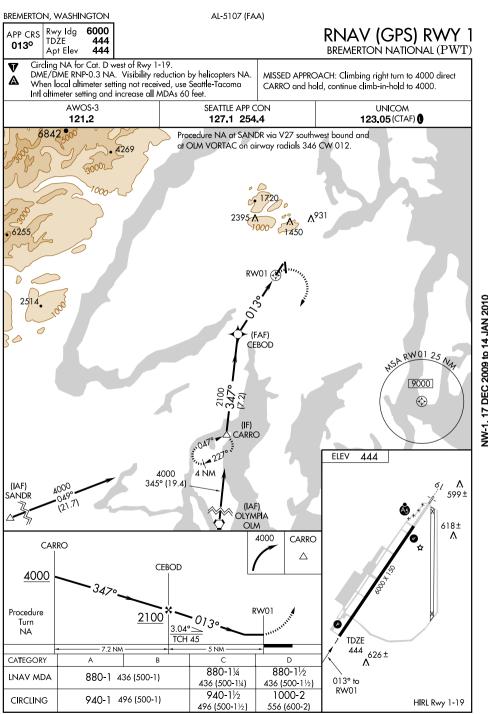
YVR VORTAC.
VICTORIA TRANSITION (KIENO2.YYJ): From over KIENO INT via YYJ R-075 to YYJ VOR/DME.

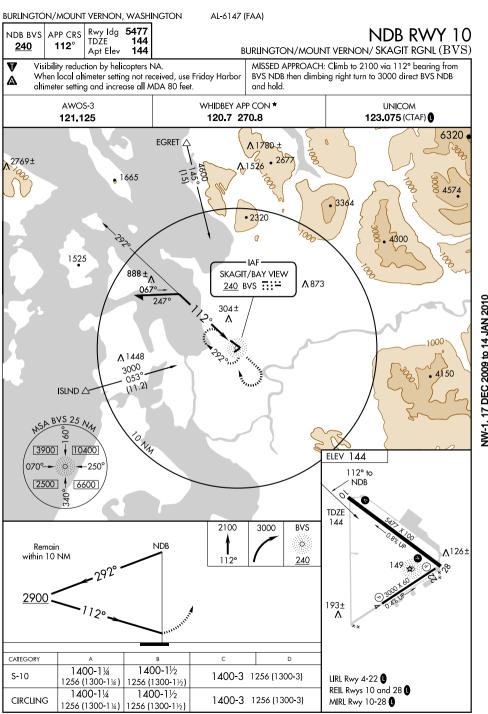


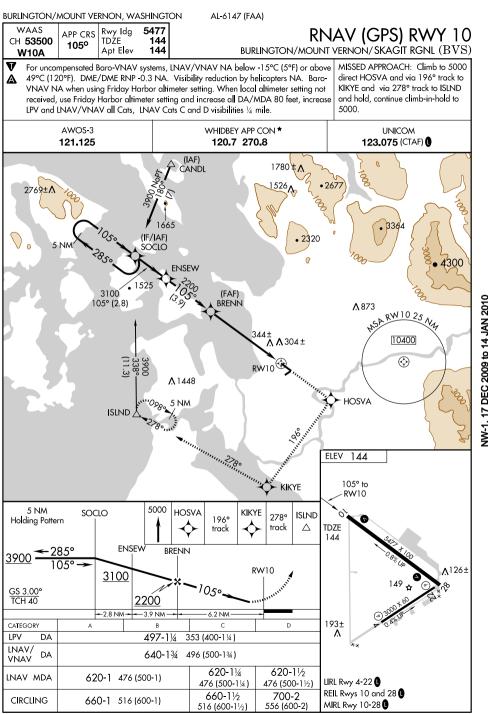


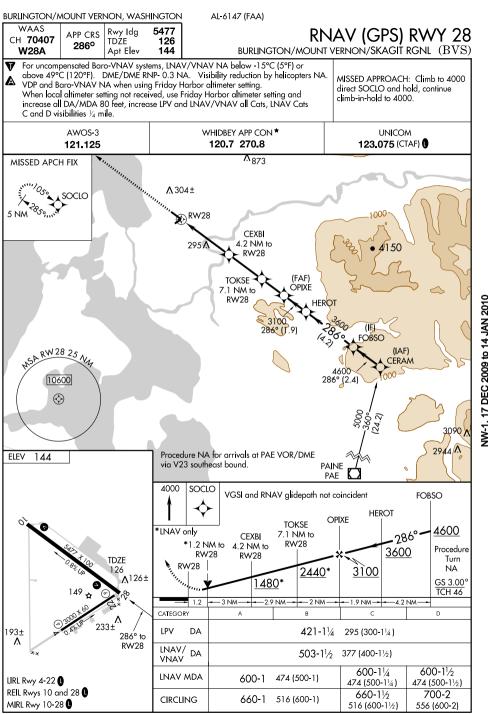


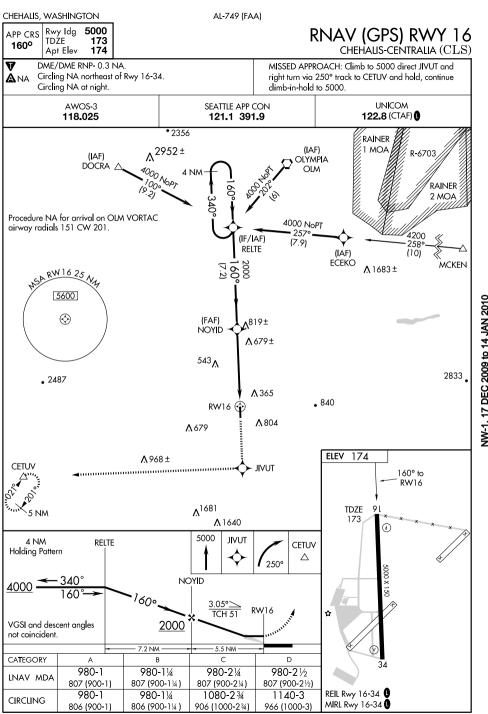


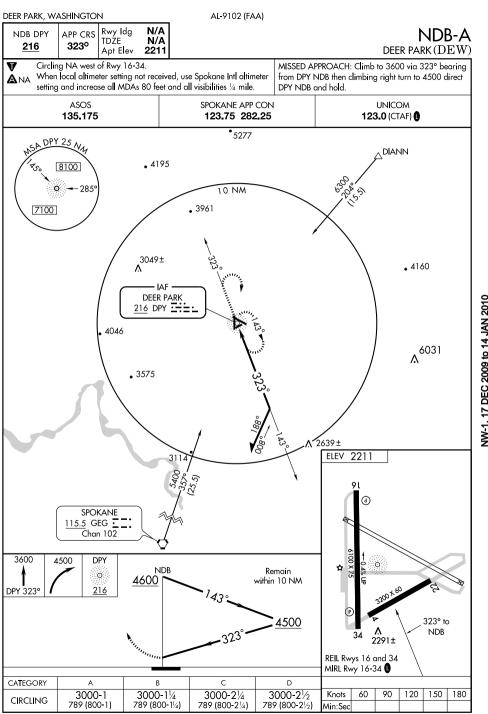


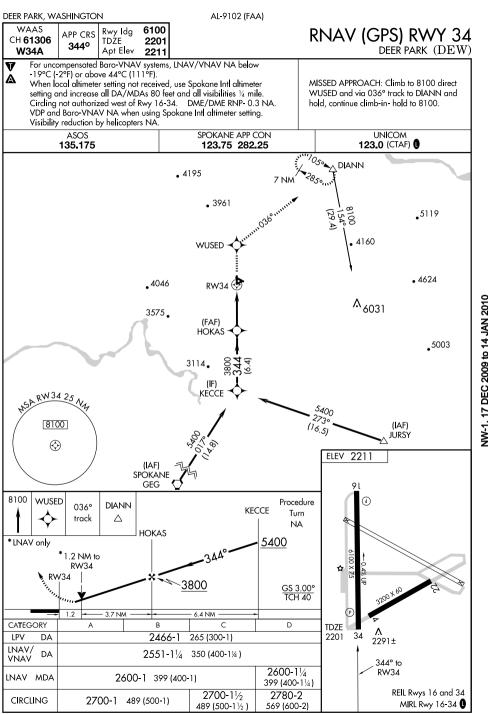


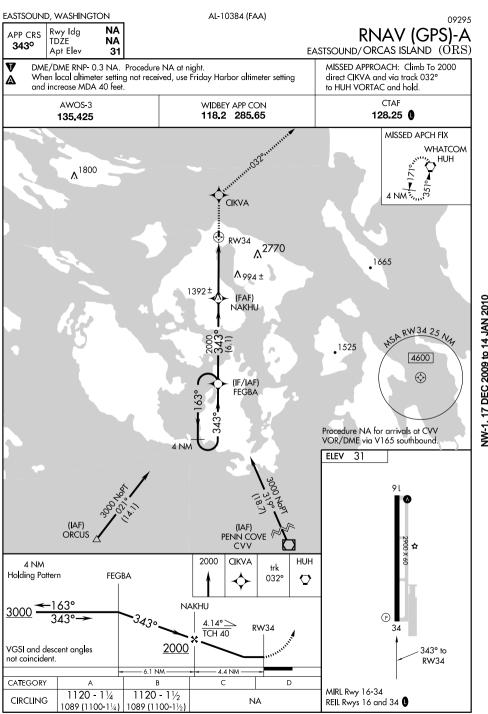


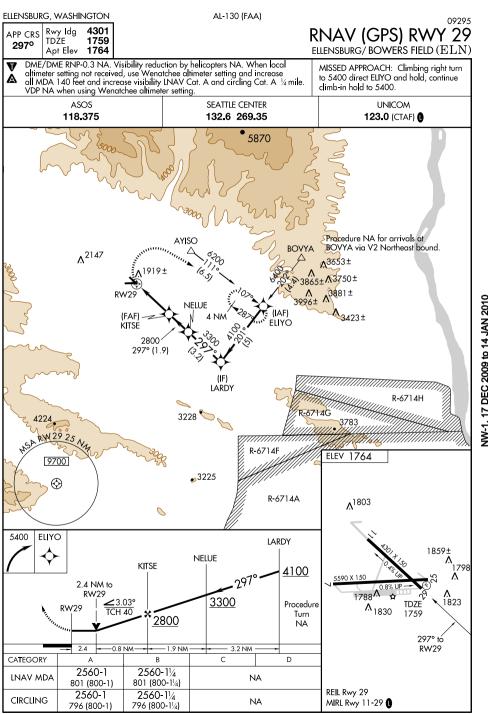


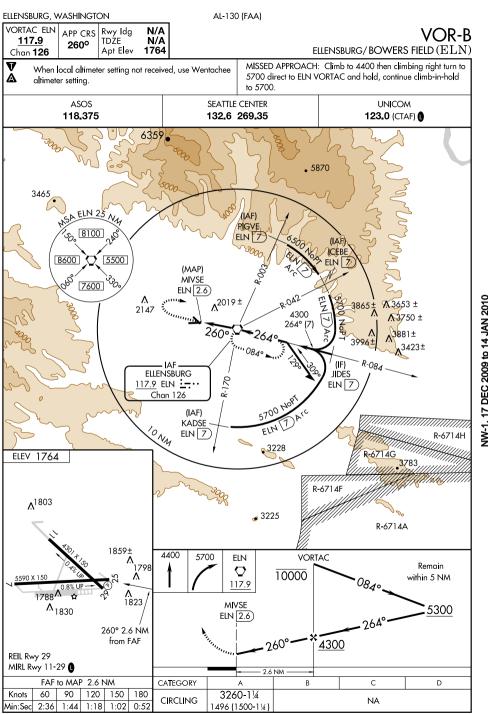


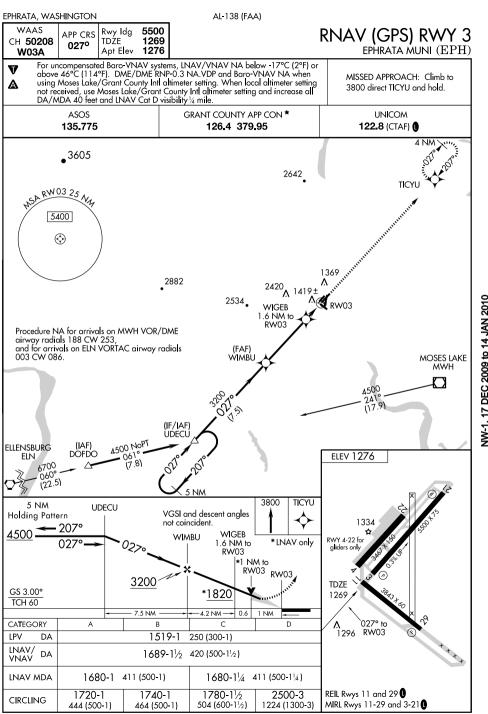


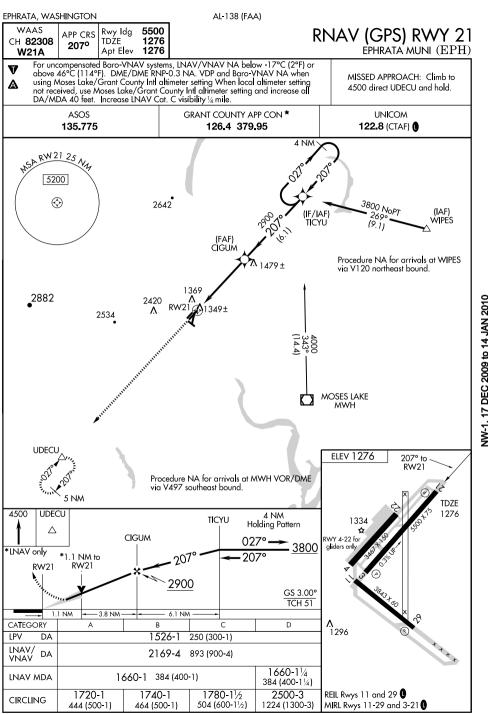


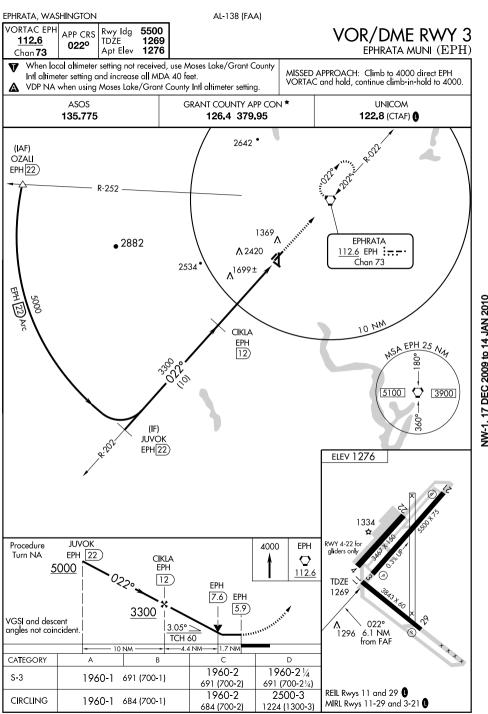




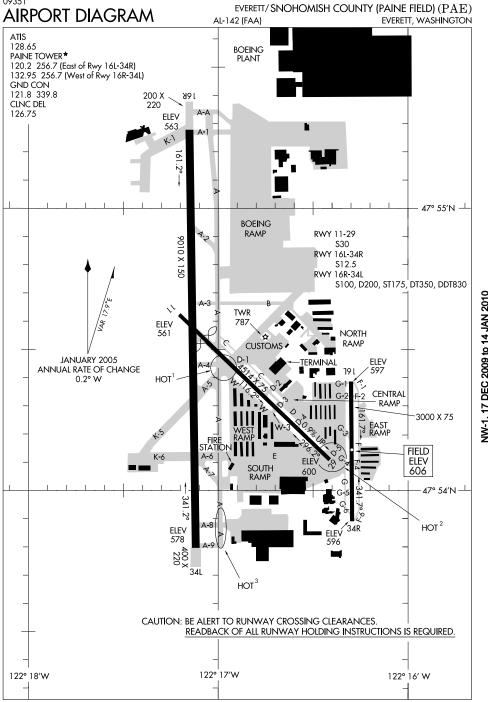


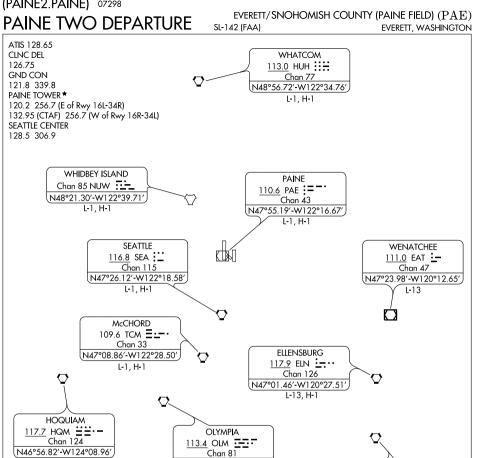






NW-1, 17 DEC 2009 to 14, IAN 2010





NOTE: Center may assign initial heading to be flown and vector departures in all quadrants within 10 miles of the Paine Airport provided no altitude restrictions are imposed prior to reaching MVA.

N46°58.30′-W122°54.11

L-1, H-1

V

L-1. H-1

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly Runway heading or as assigned; expect vectors to join assigned route.

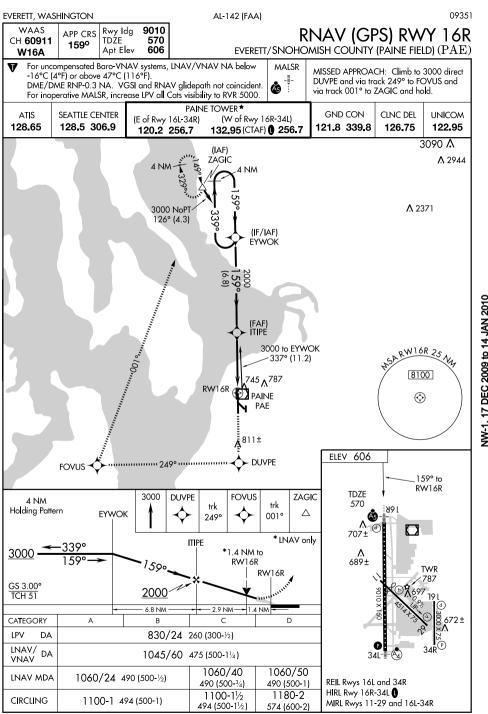
Maintain assigned altitude; expect filed altitude/flight level five minutes after departure.

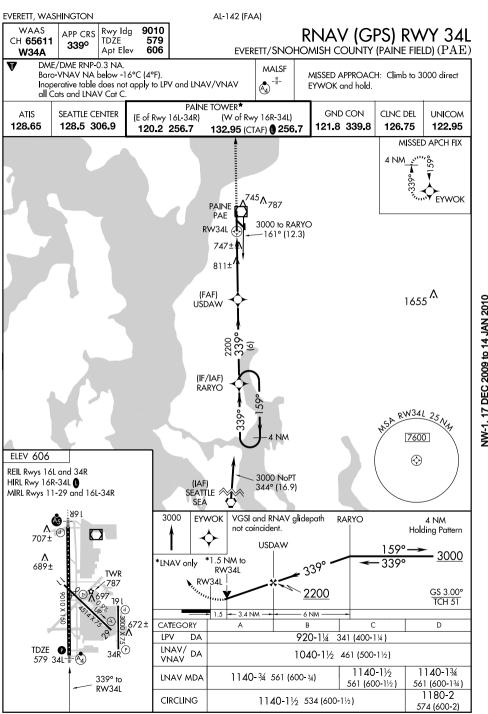
LOST COMMUNICATIONS: If not in contact with SEATTLE CENTER upon reaching 2000', continue climb to assigned altitude and proceed direct to PAE VOR/DME. Thence via assigned route.

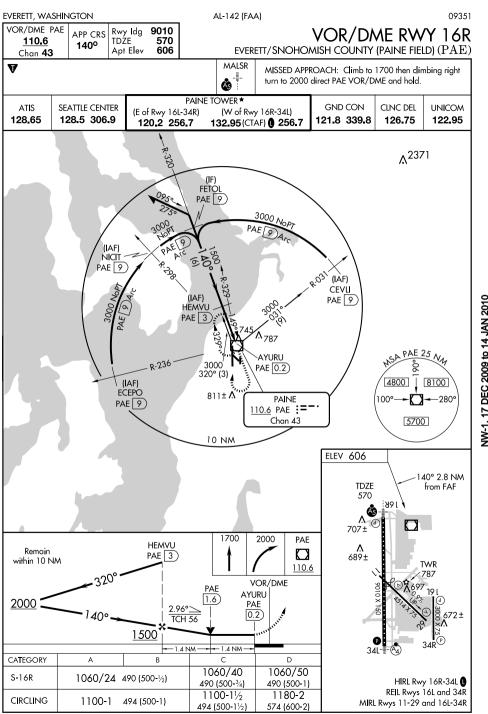
YAKIMA

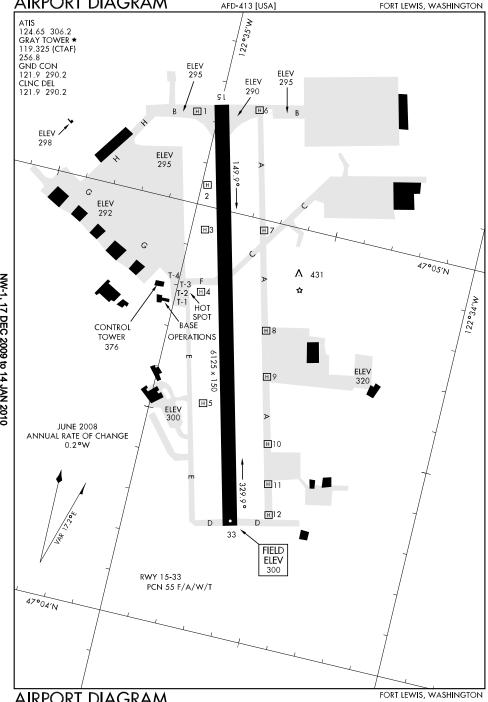
116.0 YKM **=:=** Chan 107

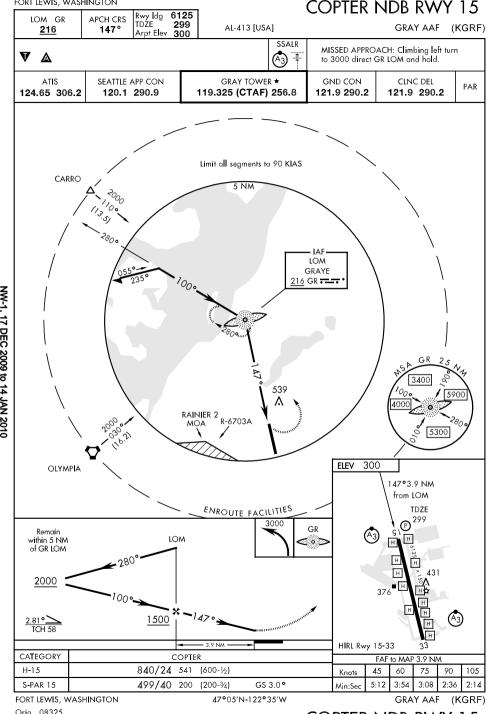
N46°34.22'-W120°26.68'
L-13. H-1

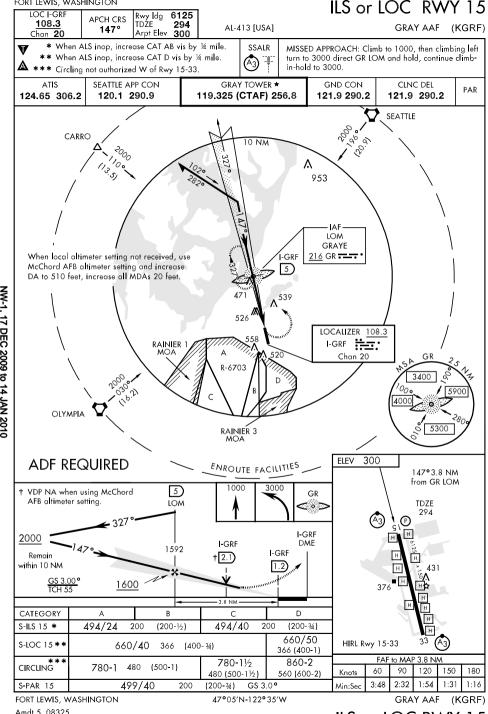


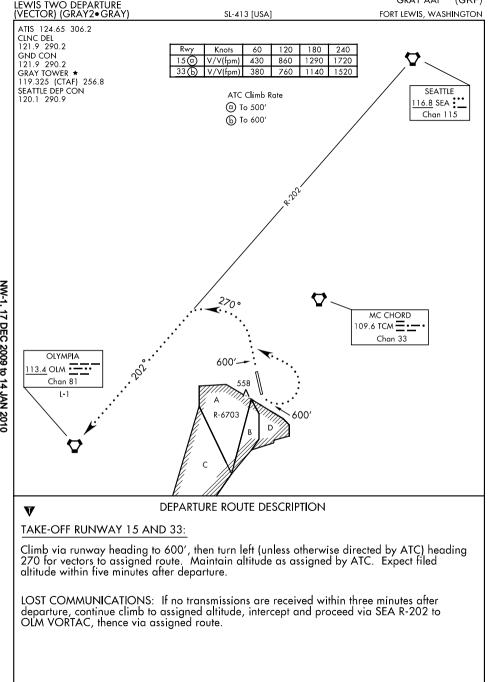


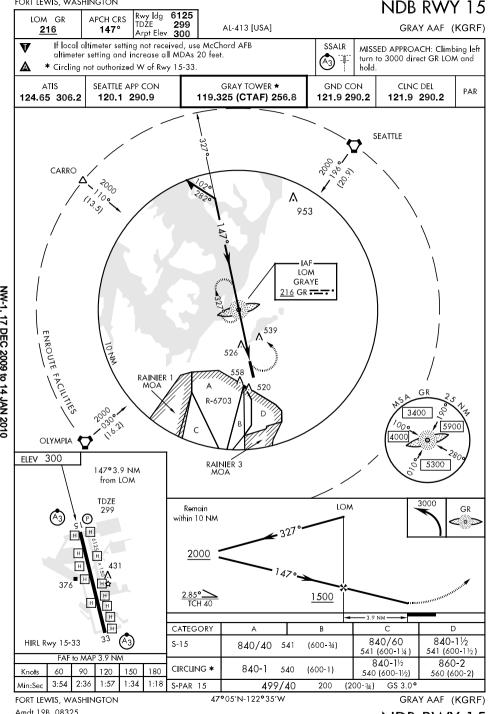


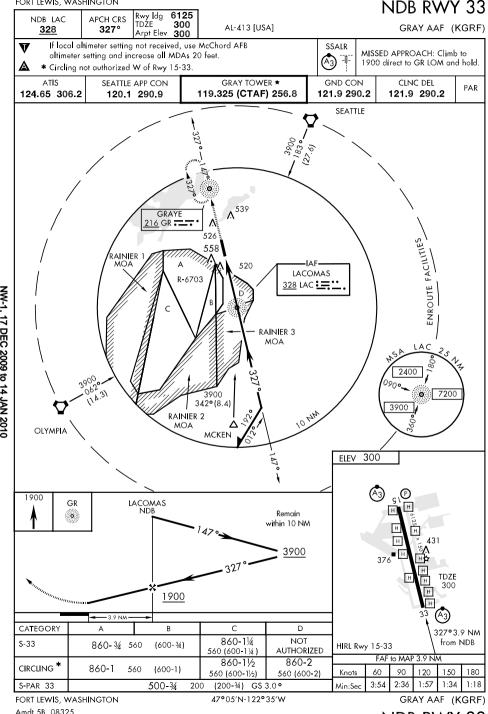


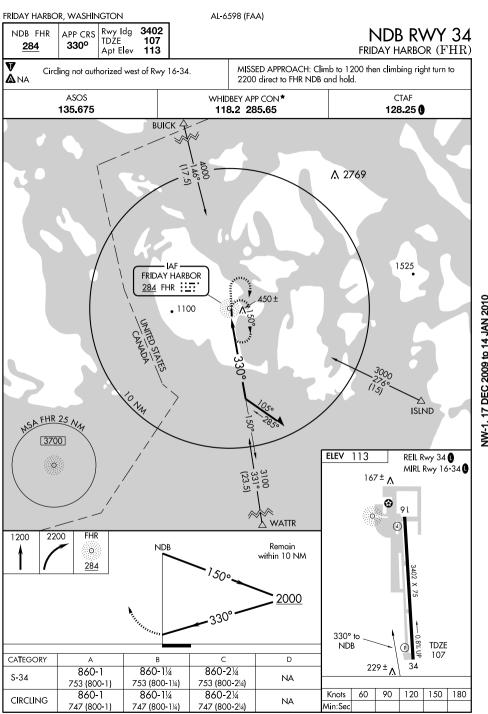


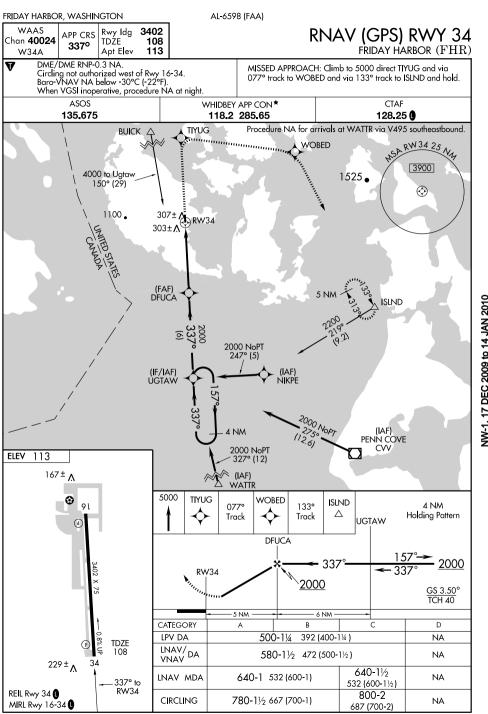


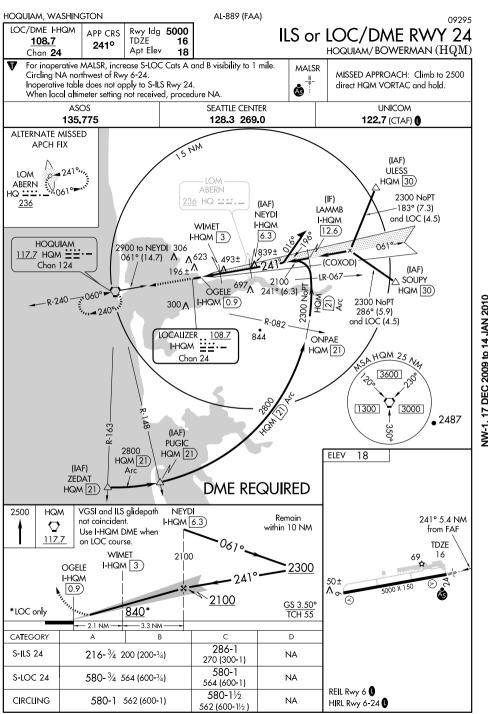


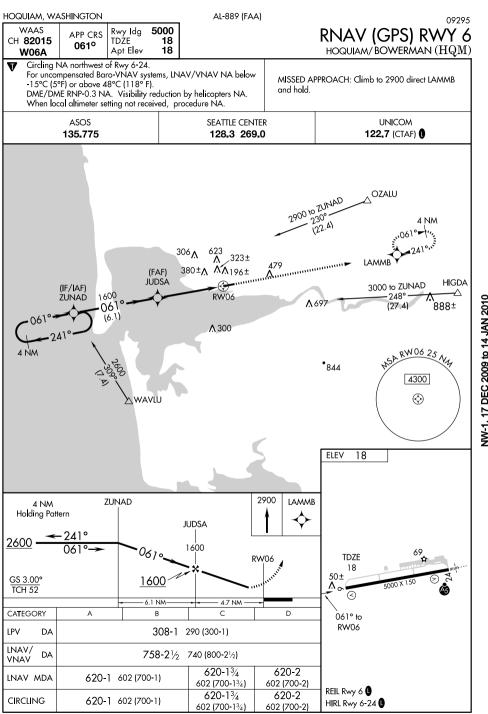


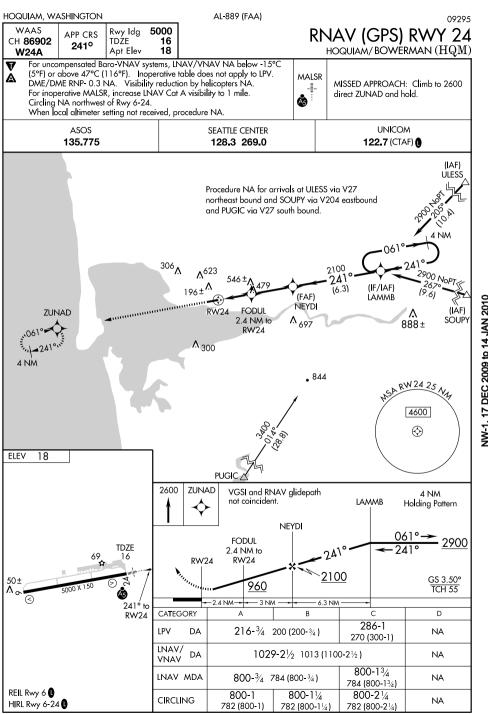


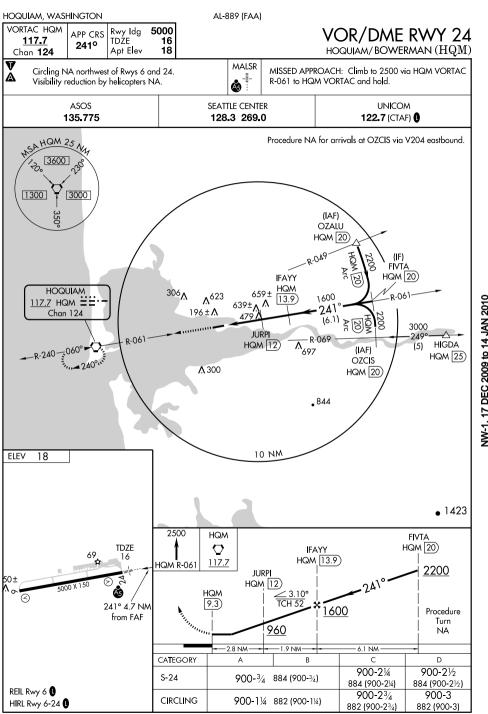


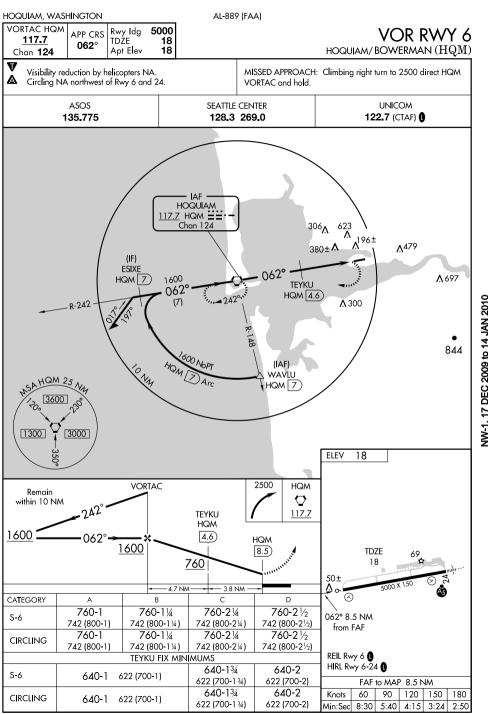


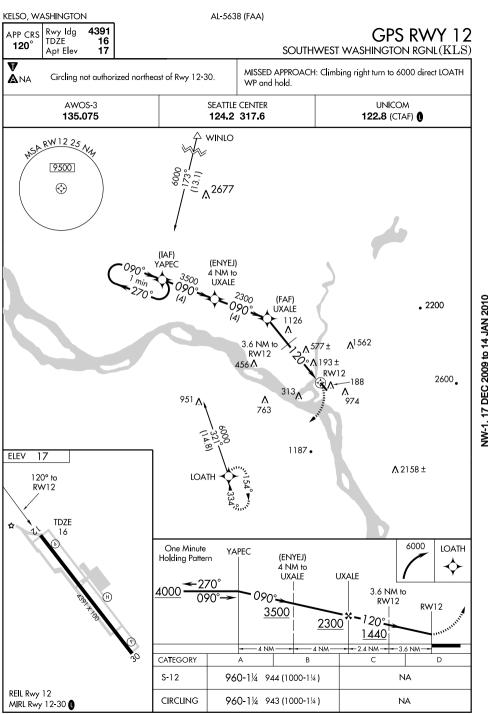


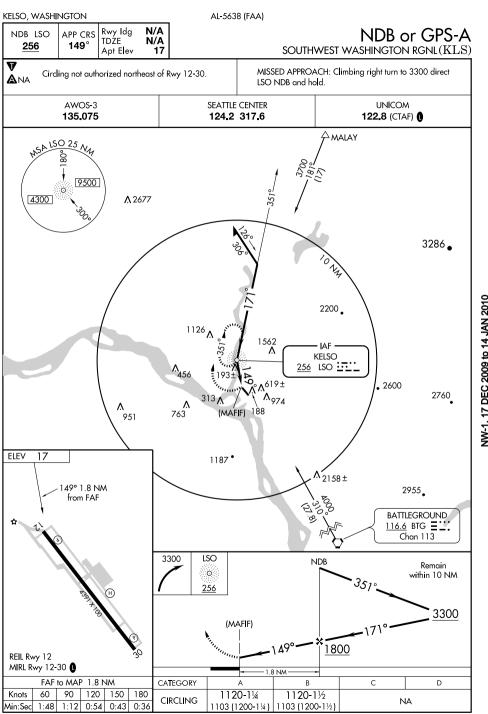


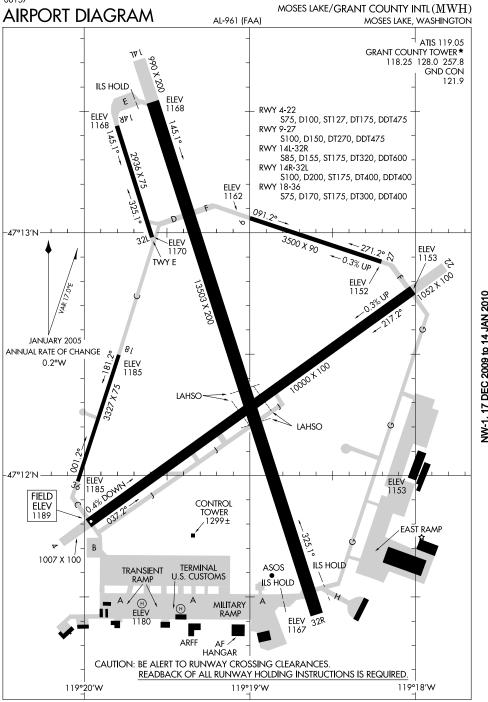


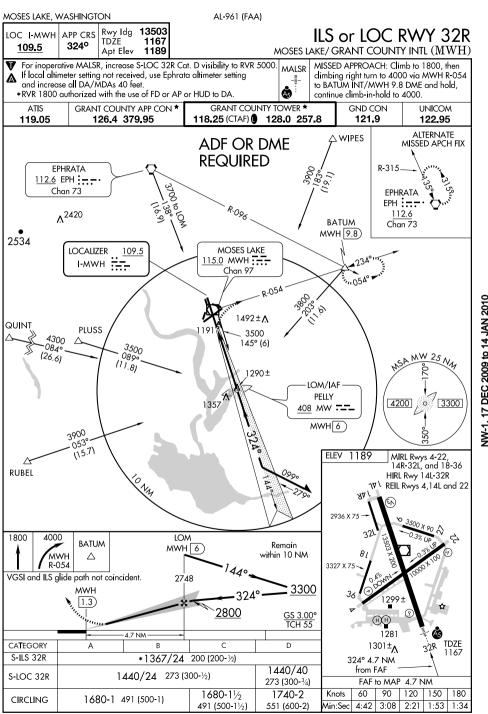


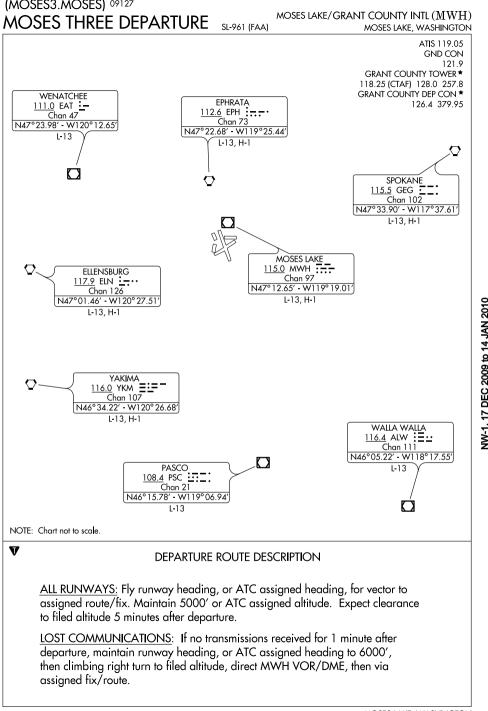


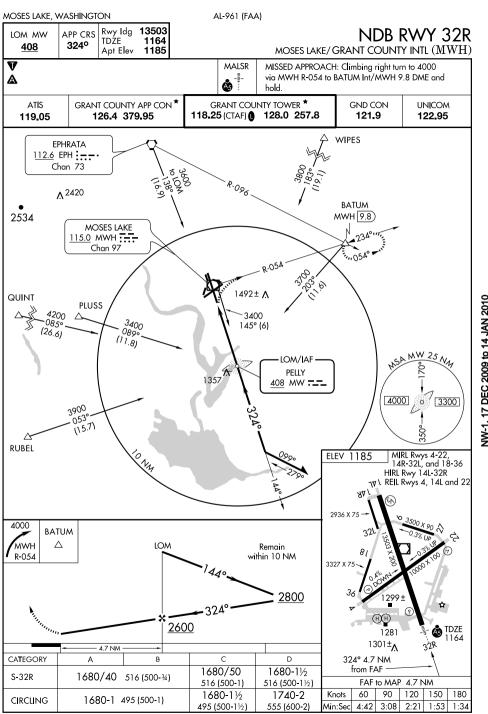




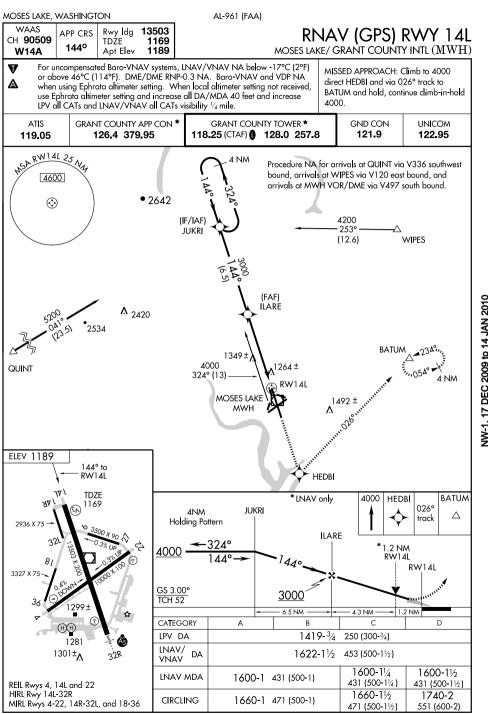


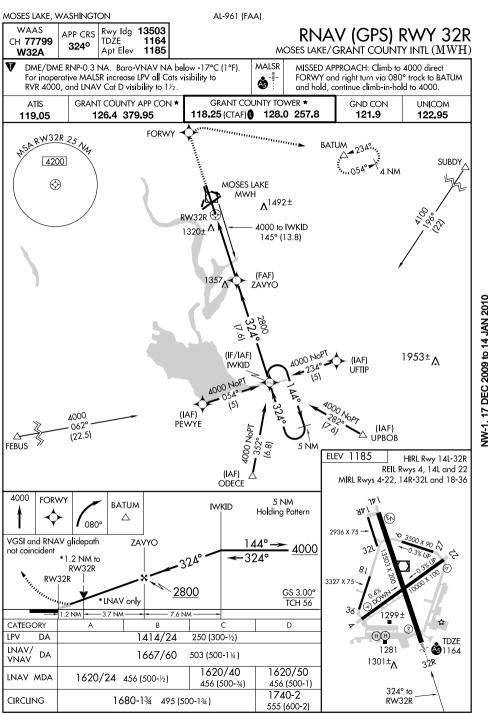


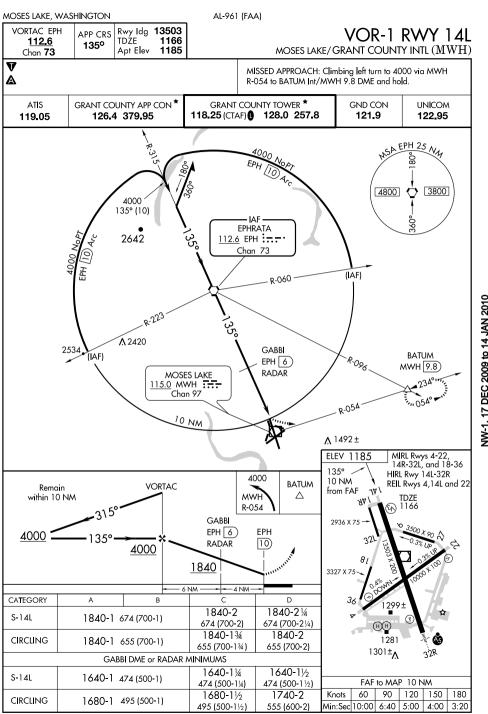


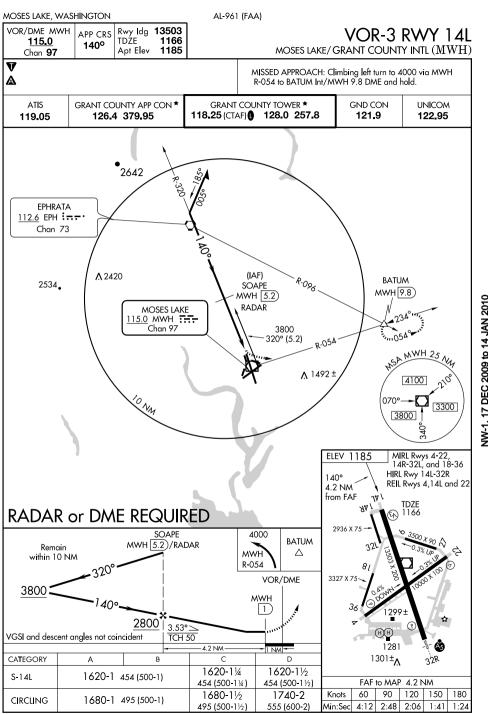


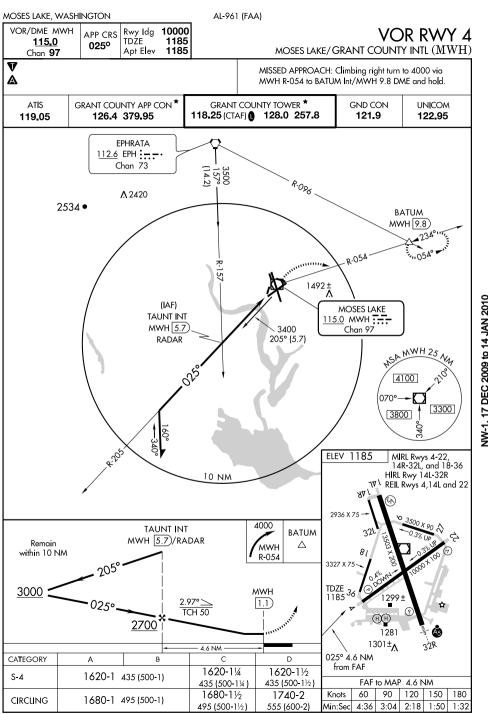
MOSES LAKE, WASHINGTON				AL-961 (FAA)			
WAAS CH 42809 W04A	APP CRS 036°	Rwy Idg TDZE Apt Elev	10000 1189 1189			RNAV (GPS	
A or above not received and income	ve 46°C (1° eived, use E rease LPV (14°F). DME Ephrata altin all Cats and	:/DME RNP-I neter setting LNAV/VNA	LNAV/VNAV NA below -17°C (2°F) -0.3 NA. When local altimeter setting and increase all DA/MDA 40 feet AV all Cats visibility $\frac{1}{4}$ mile. arrata altimeter setting.		MISSED APPROACH: Climb to 4000 direct COMEB and via 054° track to BATUM and hold, continue climb-in-hold 4000.	
ATIS 119.05		T COUNTY 26.4 379	APP CON * 9.95		JNTY TOWER * 128.0 257.8	GND CON 121.9	UNICOM 122.95
Procedure NA for arrivals on MWH VOR/DME airway radial 154 CW 253.							
3600 to ONPIC 234° MWH 3600 to ONPIC 215° (12.2) 1329± COMEB \(\) 1492± RW04 \(\) 1379±							
4NM Holding Pat		NPIC	*LNAV	,	054° track △	2936 X 75 → 6	3500 X 90 A
3500)36° →	03	86°	*1.2 N/ RW02		81 × 8	1000 × 100 0
GS 3.00° TCH 50			800 /	3.6 NM 1.2	2 NM	TDZE 36 1299:	± (•)
CATEGORY	Α		В	С	D	HH	
LPV DA			1439-3	4 250 (300-3/4)		1281	
LNAV/ DA	1636-1½ 447 (500-1½) 036° to 1301±A 3½R RW04						
LNAV MDA	1620-1 431 (500-1) 1620-1½ 1620-1½ 431 (500-1½) HIRL Rwy 14L-32R						
CIRCLING	160	50-1 471	(500-1)	1660-1½	1740-2	REIL Rwys 4, 14L and MIRL Rwys 4-22, 14R-	

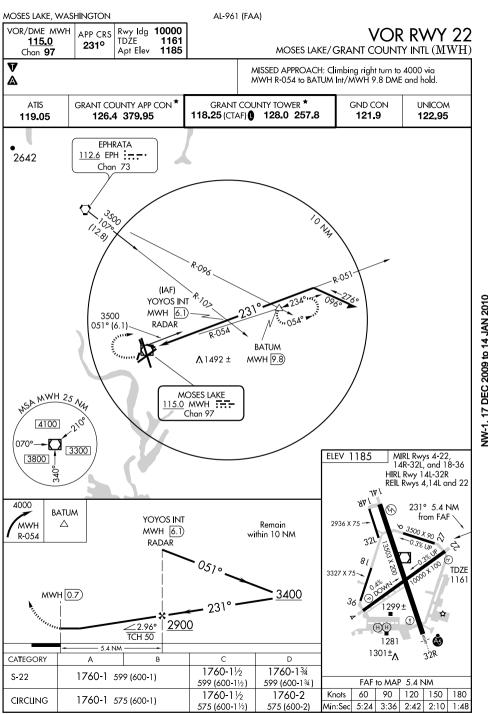


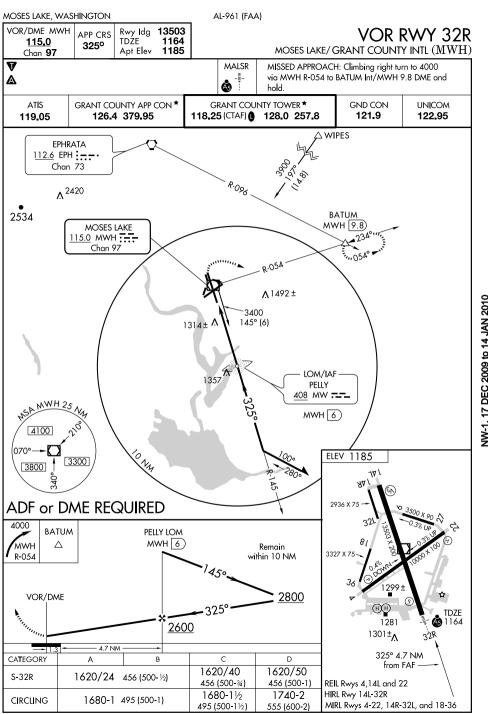


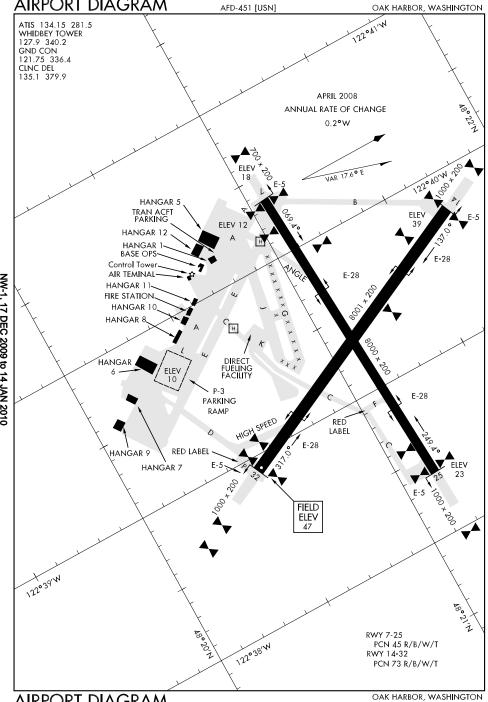


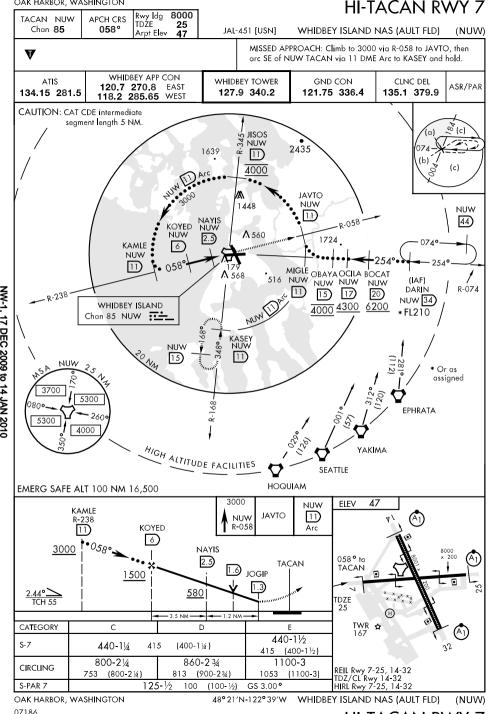


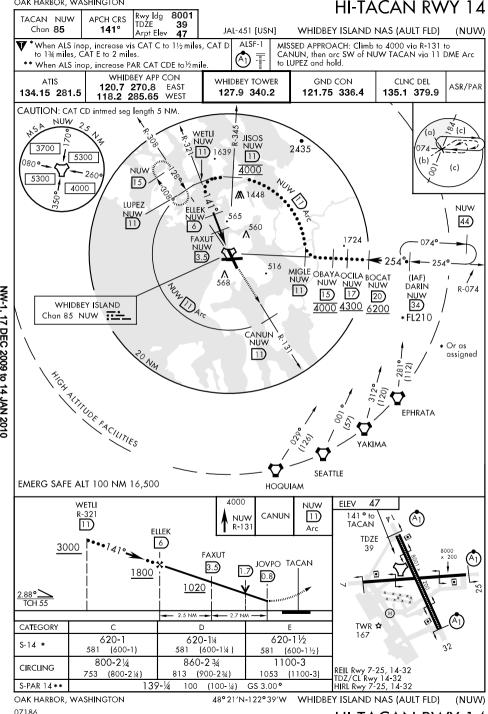


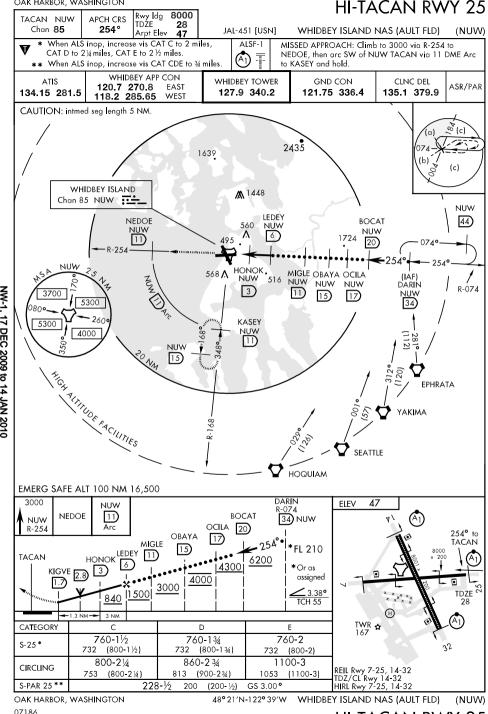


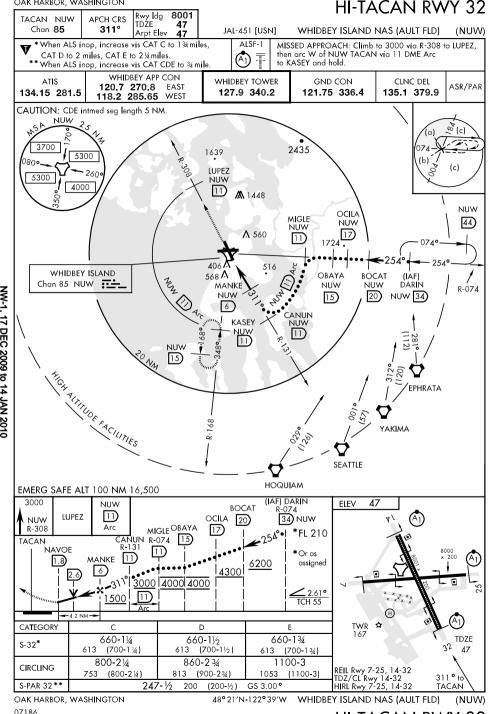


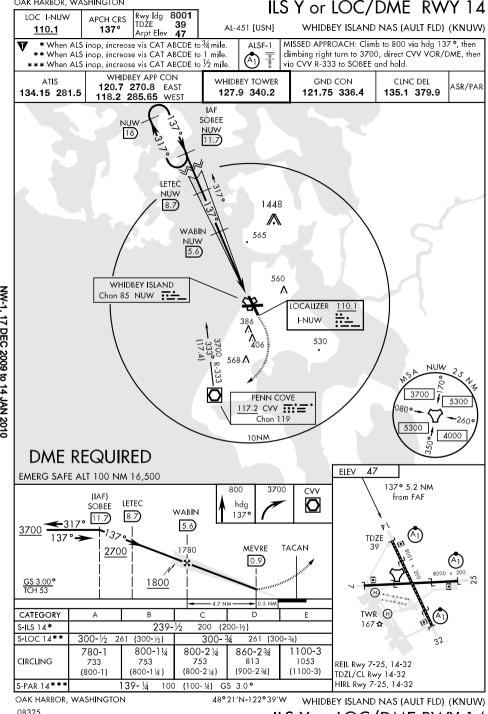


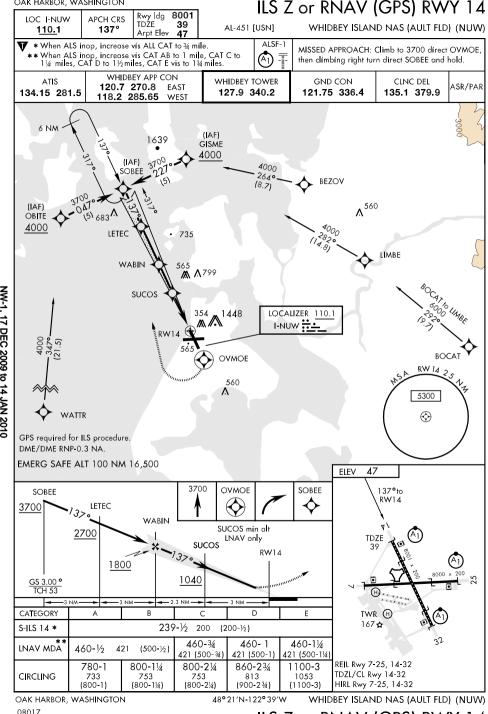


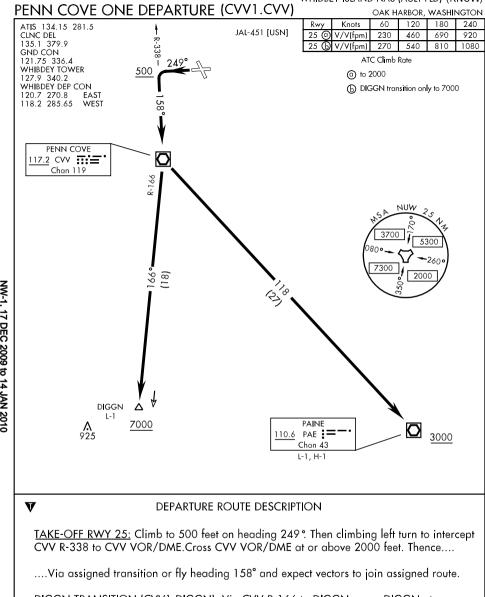










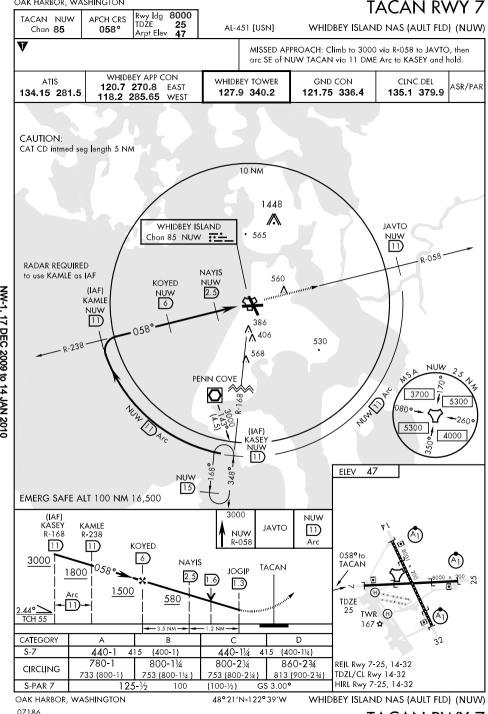


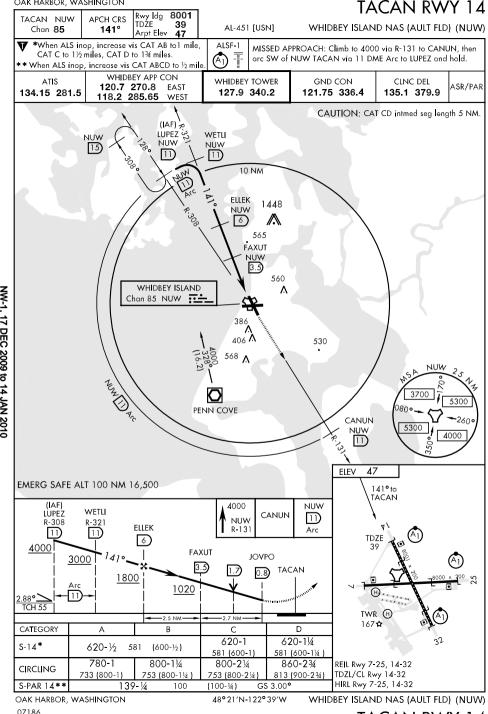
DIGGN TRANSITION (CVV1.DIGGN): Via CVV R-166 to DIGGN, cross DIGGN at or above 7000 feet.

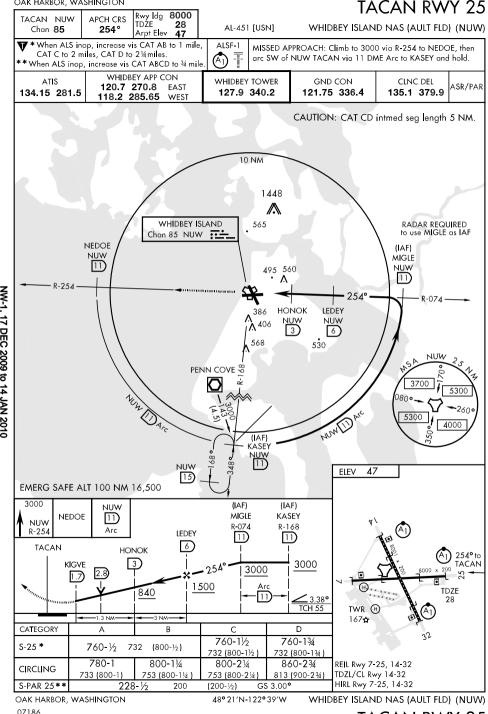
PAINE TRANSITION (CVV1.PAE): Via CVV R-118 to PAE VOR/DME. Cross PAE VOR/DME at or above 3000 feet.

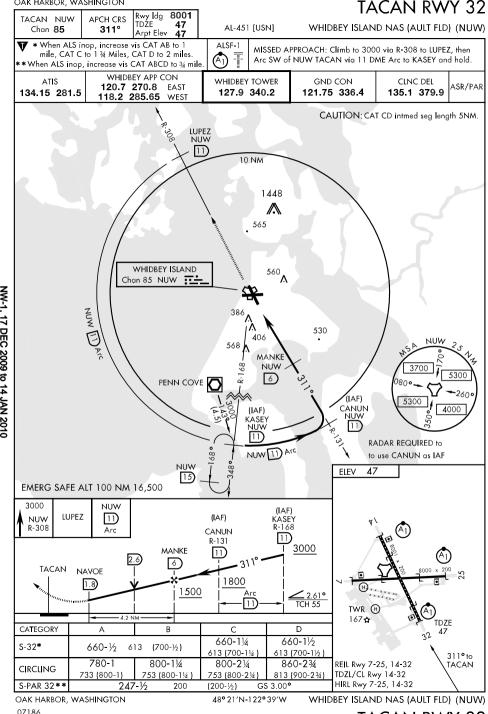
OAK HARBOR. WASHINGTON RNAV (GPS) RWY 25 8000 Rwy Idg TDZE APCH CRS 28 WHIDBEY ISLAND NAS (AULT FLD) (NUW) 249° AL-451 [USN] Arpt Elev * When ALS inop, increase vis CAT AB to 1 mile, CAT C ALSF-1 MISSED APPROACH: Climb to 3000 direct KUNEY, then to 2 miles, CAT D to 21/4 miles, CAT E to 21/2 miles. turn left via track 159° to KASEY and hold. PAR to 3/4 mile. WHIDBEY APP CON ATIS WHIDBEY TOWER GND CON CLNC DEL ASR/PAR 120.7 270.8 **EAST** 134.15 281.5 127.9 340.2 121.75 336.4 135.1 379.9 118.2 285.65 WEST GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BEZOV †5400 min alt fr holding or 1448 4000 min alt fr BEZOV ⋒ (IAF) 3800 t LIMBE 565 560 1727 544 RAXOE **EDACA** PEMRE KUNEY 1800 RW25 (IAF) 3800 800 249 BOCAT 262 (6.7)249 6000 (5.0) (FAF) (3) 6000 462 TOTKE 2620 (2.3) 530 RW25 (IAF) BIDSE 6500 6000 \bigcirc WATTR KASEY **ELEV** 47 EMERG SAFE ALT 100 NM 16,500 3000 PEMRE KUNEY KASEY track 1.59° 3800 TOTKE RAXOE 249° to 1.9 NM RW25 to RW25 1800 RW25 800 **TDZE** <u>3.07°</u>
TCH 60 28 TWR (H) -3 NM− - 2 2 NM 1674 CATEGORY Α В D C 32 700-13/4 700-11/2 700-2 700-1/2 LNAV MDA* 672 (700-1/2) 672 (700-2) 372 (700-11/2) 672 (700-1%) 780-1 800-11/4 800-21/4 860-23/ 1100-3 REIL Rwy 7-25, 14-32 CIRCLING 813 (900-234) 1053 (1100-3) 733 (800-1) 753 (800-11/4) 753 (800-21/4) TDZL/CL Rwy 14-32 HIRL Rwy 7-25, 14-32 S-PAR 25* 228-1/2 200 (200-1/2) GS 3.00° 48° 21'N-122° 39'W WHIDBEY ISLAND NAS (AULT FLD) (NUW) OAK HARBOR, WASHINGTON

NW-1, 17 DEC 2009 to 14 JAN 2010









OAK HARBOR, WASHINGTON AL-6615 (FAA) Rwy Ida RNAV (GPS) RWY 7 APP CRS TDŹE 193 071° OAK HARBOR/AJ EISENBERG(OKH) Apt E**l**ev 193 DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climbing right turn to 3400 Circling north of Rwy 7-25 NA at night. direct CVV VOR/DME and hold, continue A When local altimeter setting not received, use Whidbey Island climb-in-hold to 3400. NAS altimeter setting and increase all MDAs 40 feet. AWOS-3 WHIDBEY ATIS WHIDBEY APP CON UNICOM 132.775 134.15 281.5 118.2 285.65 122.8 (CTAF) **(** ۸¹⁴⁴⁸ (IAF) İCILA 3100 Δ ISLND 259 (9.7) 800 NoP CYA 102(M) (IAF) **ORCUS** ۸⁵⁴⁸ NW-1, 17 DEC 2009 to 14, IAN 2010 PENN COVE (IF/IAF) (FAF) CVV LÚCRI (MAP) JEKPÓ 359+ 1500 **VUCUS** 071 (5.9)NUCUS 25 Ny 2600 254° (8.2) 7700 A-680 \bigcirc 2500 346° (6.8) √ WATTR R-6701 ELEV 193 CHINOOK A MOA 3400 CVV 4 NM **TDZE** LUCRI Holding Pattern 193 03 3265 X 25 JEKPO S (S 1800 **VUCUS** 071° to **VUCUS** 3.03°> TCH 45 1500

CATEGORY

LNAV MDA

CIRCLING

LIRL Rwy 7-25 🛭

Α

620-1

427 (500-1)

620-1 427 (500-1)

5.9 NM -

660-1

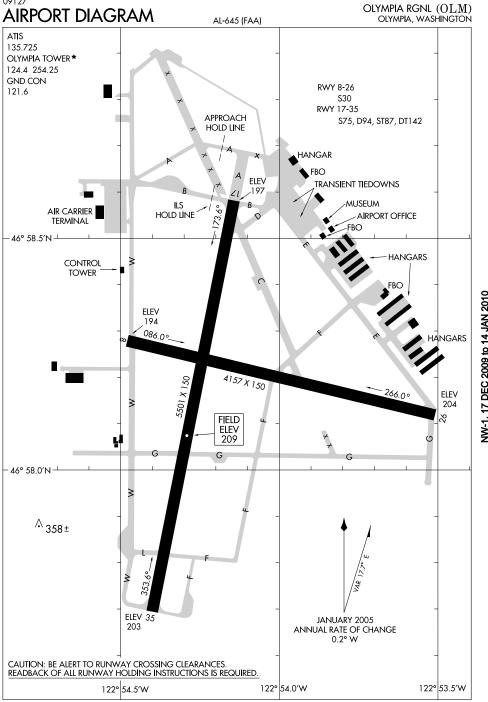
467 (500-1)

4 NM-

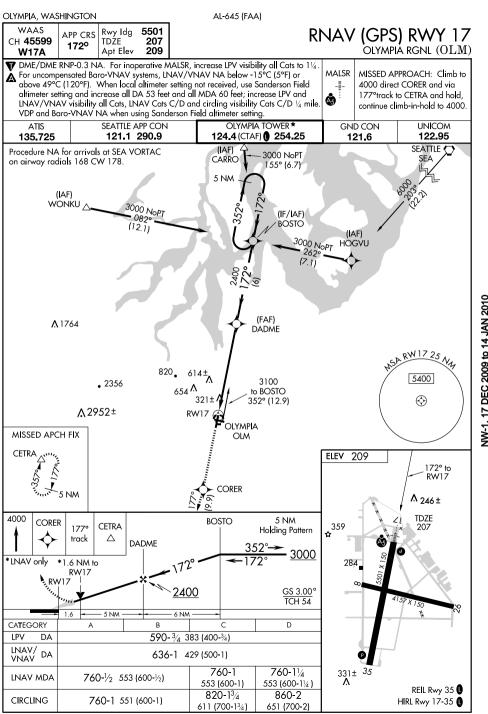
NA

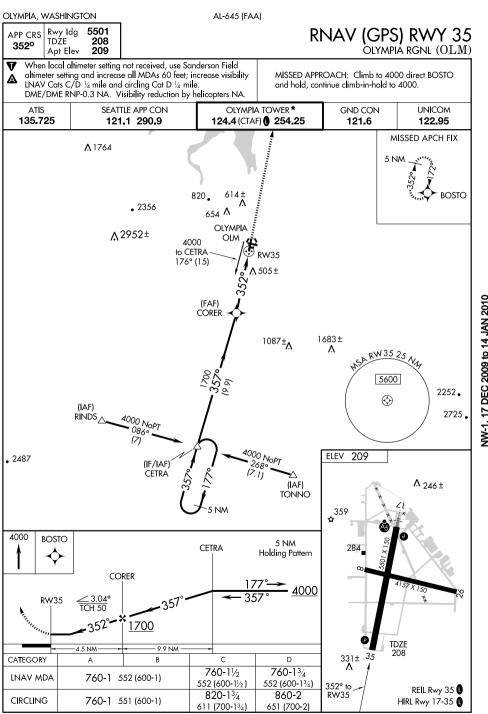
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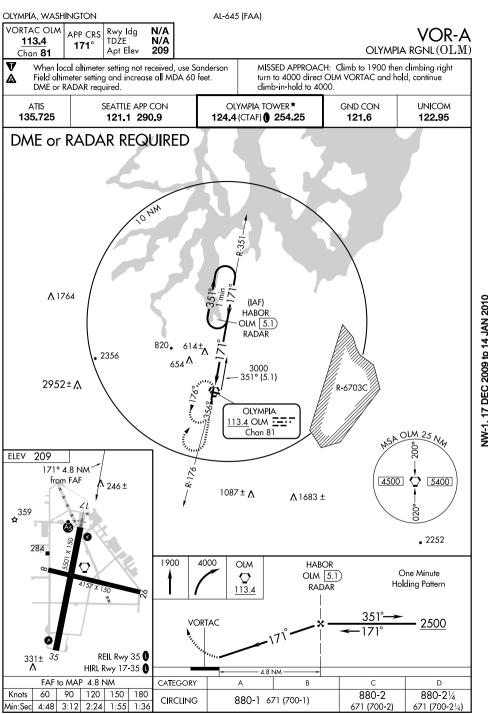
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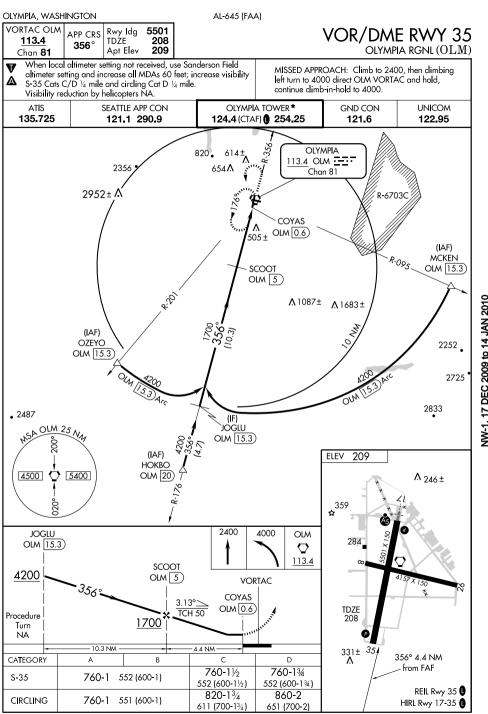


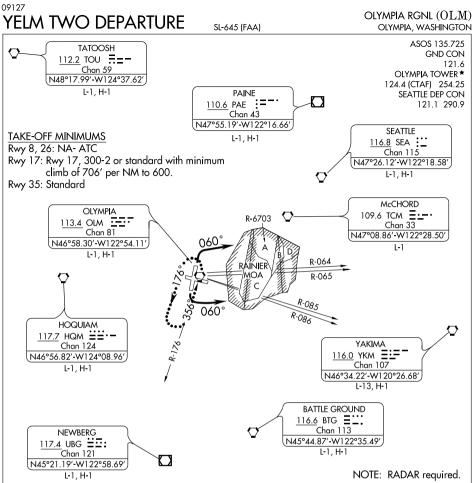
NW-1, 17 DEC 2009 to 14, IAN 2010











RWY 17: Multiple trees beginning 1005' from DER, 24' left of centerline, up to 100' AGL/490' MSL.

TAKE-OFF OBSTACLE NOTES

Multiple trees beginning 752' from DER, 3' right of centerline, up to 100' AGL/370' MSL. RWY 35: Multiple trees beginning 2176' from DER, 198 feet left of centerline up to 100' AGL/313' MSL.

Multiple trees and FLDLT on HGR beginning 657' from DER, 621' right of centerline, up to 100' AGL/ 315' MSL.

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Turn left. Thence....

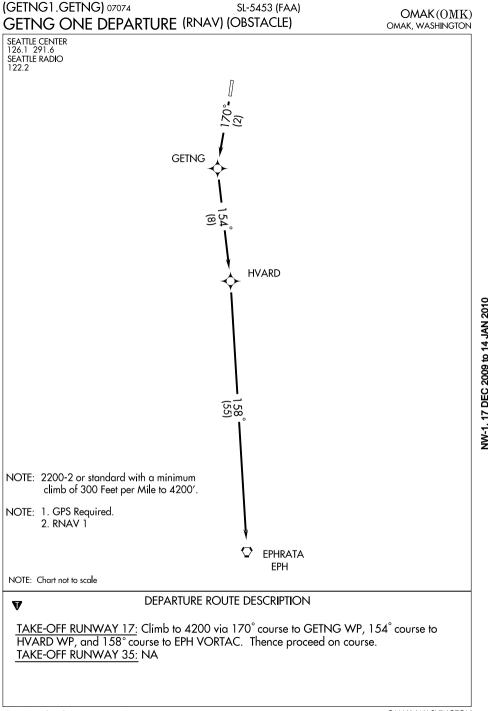
TAKE-OFF RUNWAY 35: Turn right. Thence....

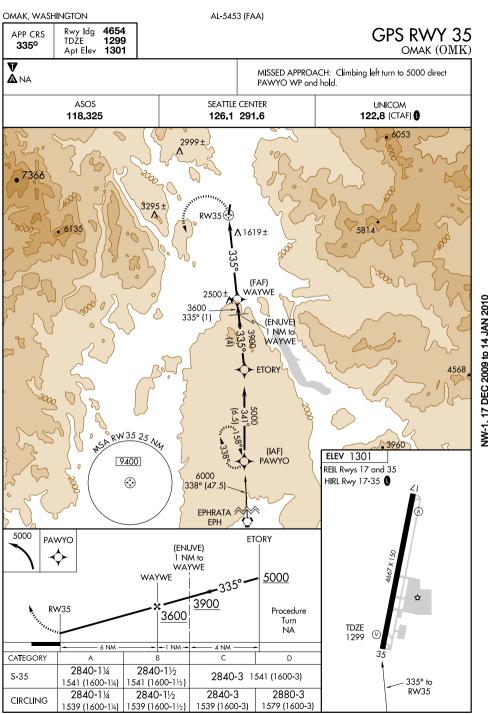
....Climb via heading 060°, maintain 2000. Expect radar vectors on course and filed altitude within five minutes after departure.

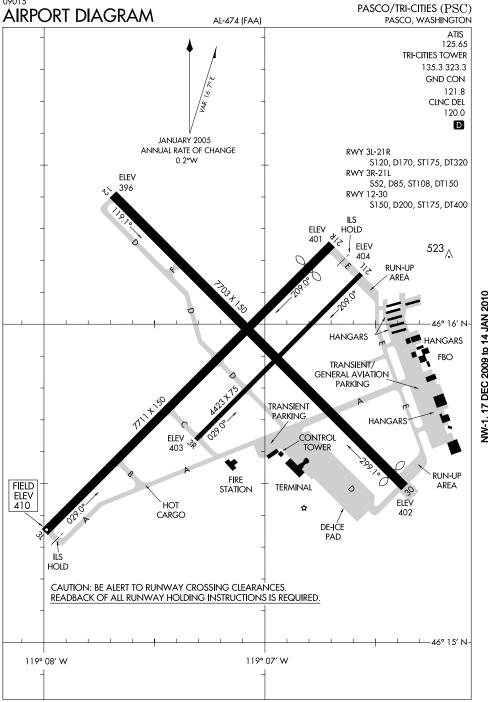
LOST COMMUNICATIONS: If no contact with ATC within 6 NM of OLM VORTAC, or 2 minutes after departure for non-DME aircraft, turn left direct OLM VORTAC, continue climb in OLM VORTAC holding pattern to cross OLM VORTAC at or above R-086 CW R-064 4000 feet; R-065 CW R-085 7300 feet, continue climb via assigned route.

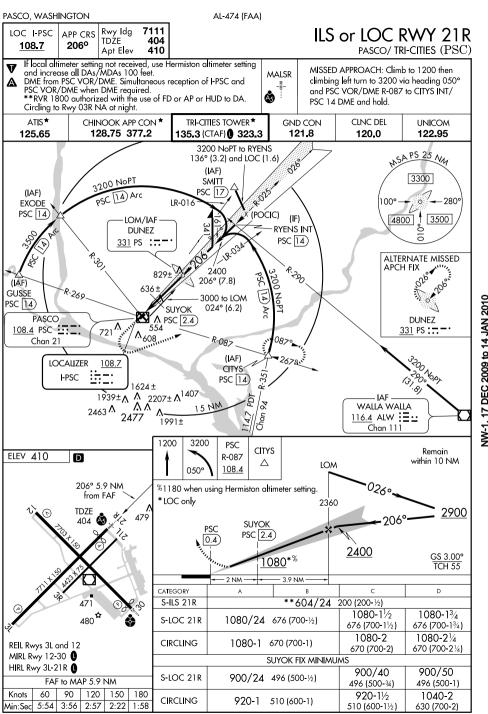
NOTE: Chart not to scale.

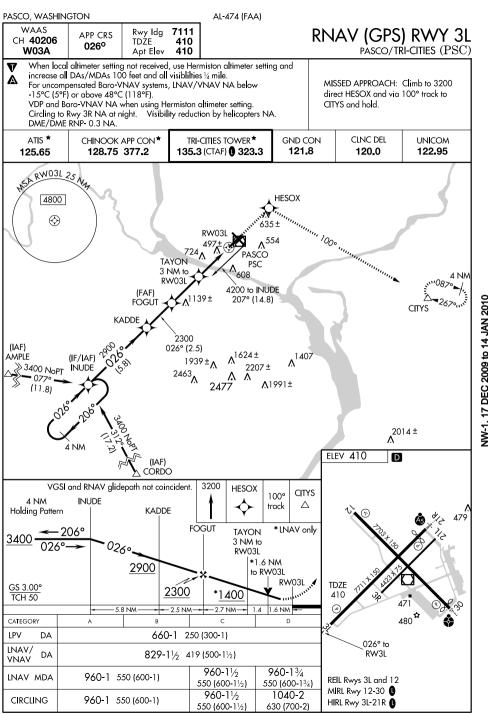
NW-1, 17 DEC 2009 to 14 JAN 2010

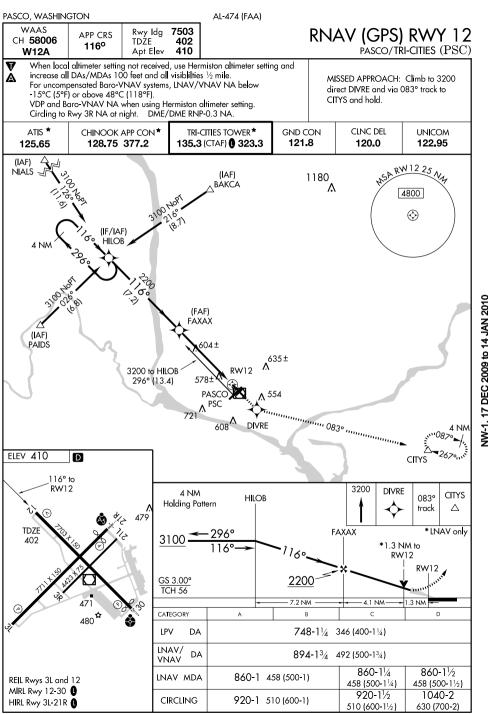


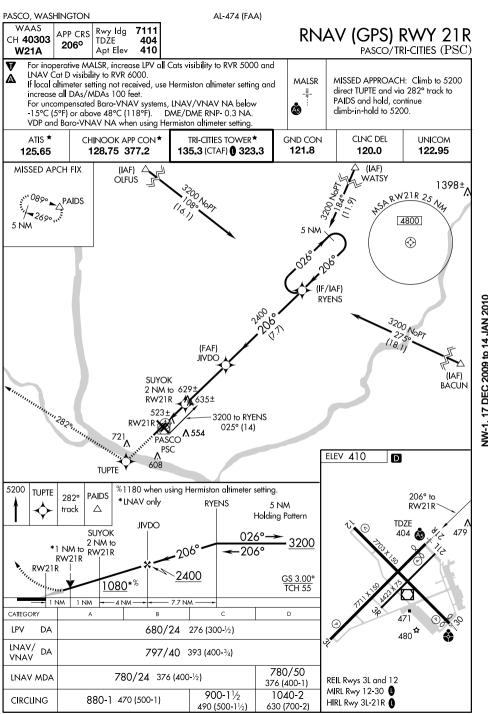


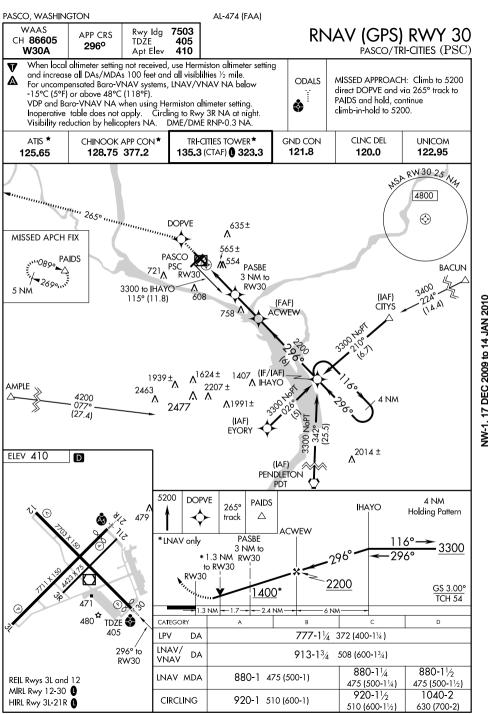




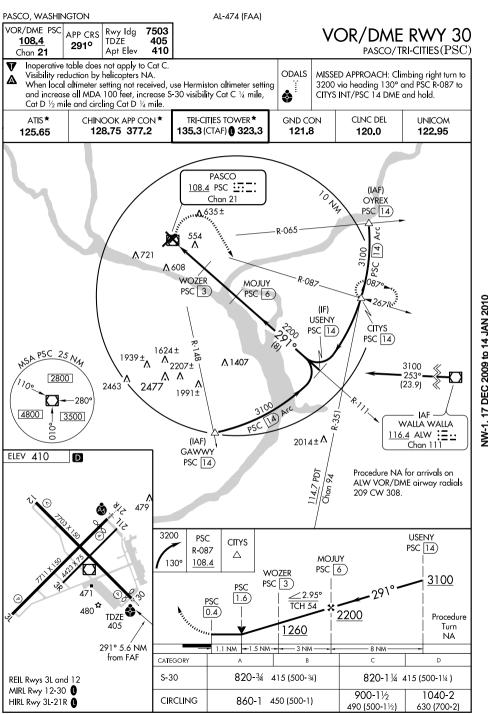


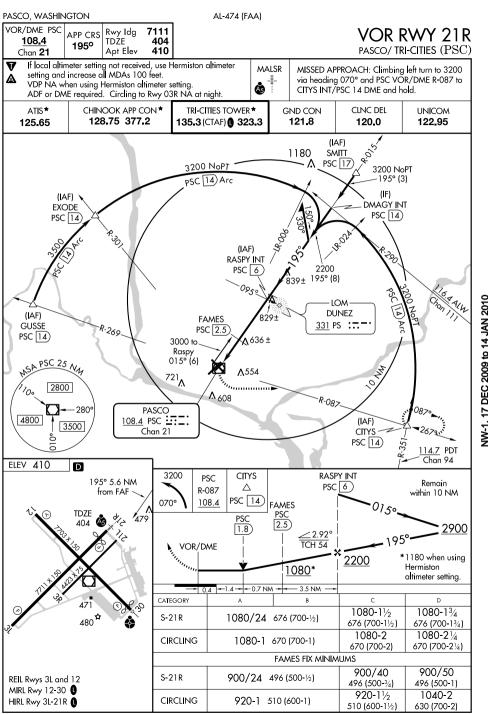


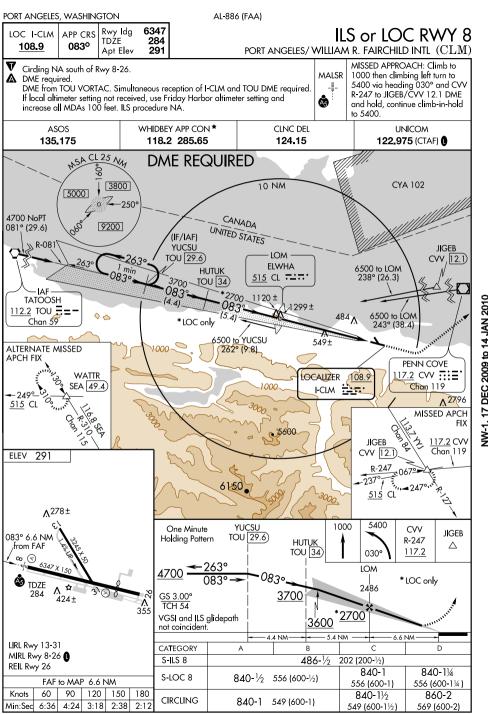


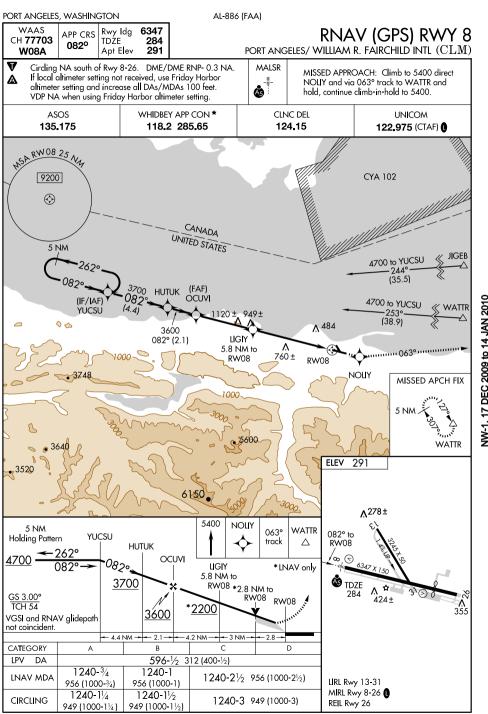


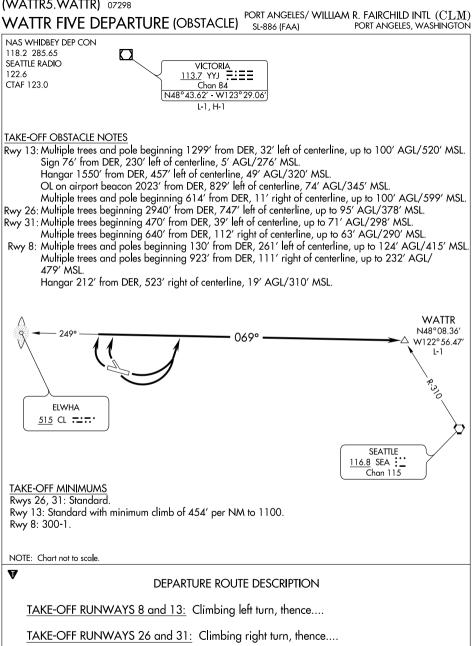
(TRIC4.PSC) 09127 PASCO/TRI-CITIES (PSC) TRI-CITIES FOUR DEPARTURE SL-474 (FAA) PASCO, WASHINGTON ATIS 125.65 CLNC DEL WENATCHEE 120.0 111.0 EAT :_-GND CON Chan 47 1218 N47°23.98′-W120°12.65′ TRI-CITIES TOWER I-13 135.3 (CTAF) 323.3 CHINOOK DEP CON **EPHRATA** 128.75 377.2 SPOKANE 112.6 EPH :---115.5 GEG **ΞΞ**: Chan 73 Chan 102 N47°22.68′-W119°25.44′ N47°33.90′-W117°37.61′ L-13, H-1 L-13. H-1 MOSES LAKE 115.0 MWH :... **PULLMAN** Chan 97 109.0 PUW :--N47°12.65′-W119°19.01′ Chan 27 **ELLENSBURG** L-13, H-1 N46°40.46-W117°13.41′ 117.9 ELN :--. Chan 126 L-13 N47°01.46′-W120°27.51 L-13, H-1 **PASCO** 108.4 PSC ::::: NW-1, 17 DEC 2009 to 14 JAN 2010 Chan 21 N46°15.78'-W119°06.94 YAKIMA 116.0 YKM =:= L-13 Chan 107 **NEZ PERCE** N46°34.22′-W120°26.68′ 108.2 MQG **ΞΞ:**-L-13. H-1 Chan 19 N46°22.89′-W116°52.17′ WALLA WALLA L-13 116.4 ALW :=. N46°05.22′-W118°17.55′ I-13 KLICKITAT PENDLETON 112.3 LTJ 114.7 PDT =---Chan 70 Chan 94 N45°42.81′-W121°06.05′ N45°41.91′-W118°56.32′ L-13. H-1 L-13. H-1 NOTE: SID will not be assigned when Control Tower is closed. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION Fly runway heading, or ATC assigned heading, for vector to assigned route/fix. Maintain 10,000' or assigned lower altitude. Expect clearance to filed altitude 5 minutes after departure. LOST COMMUNICATIONS: Climb runway heading to 3,000' then reverse course direct PSC VOR/DME to cross at or above MEA for route of flight.





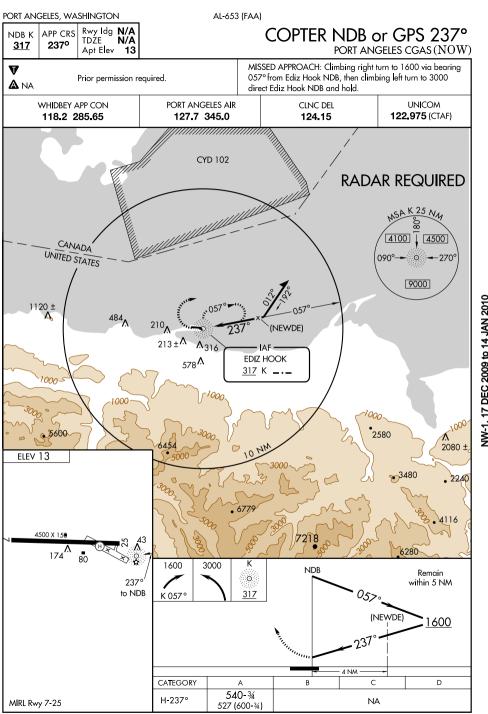


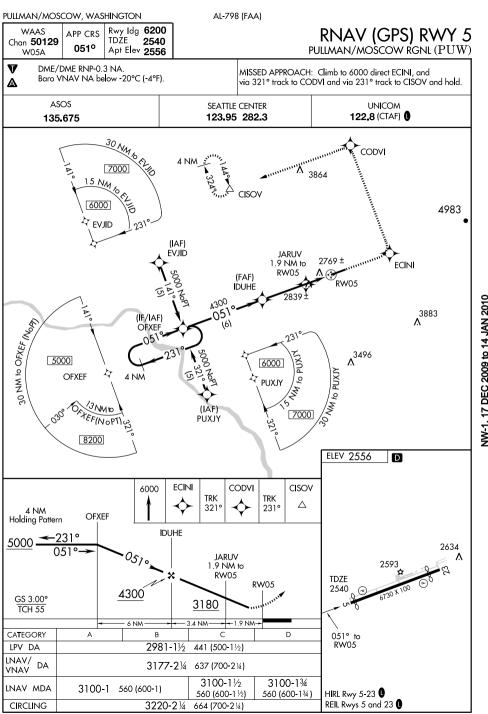


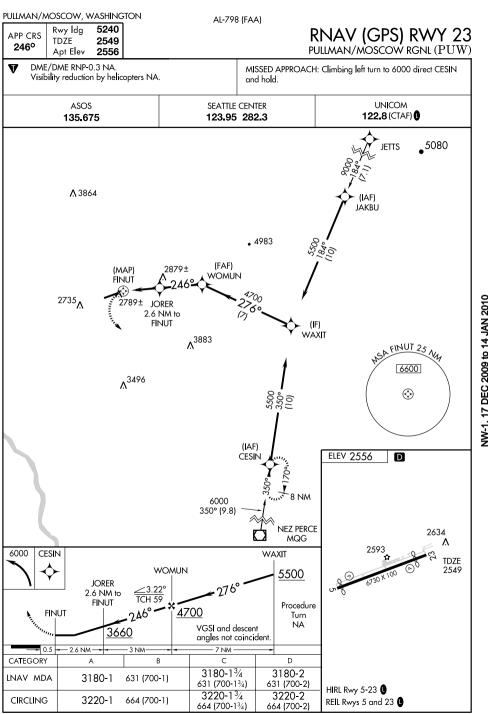


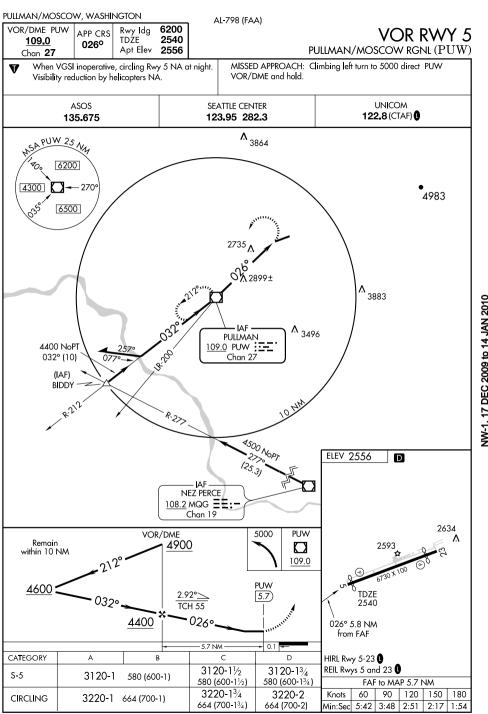
....on 069° bearing from CL LOM to WATTR INT, maintain 5400.

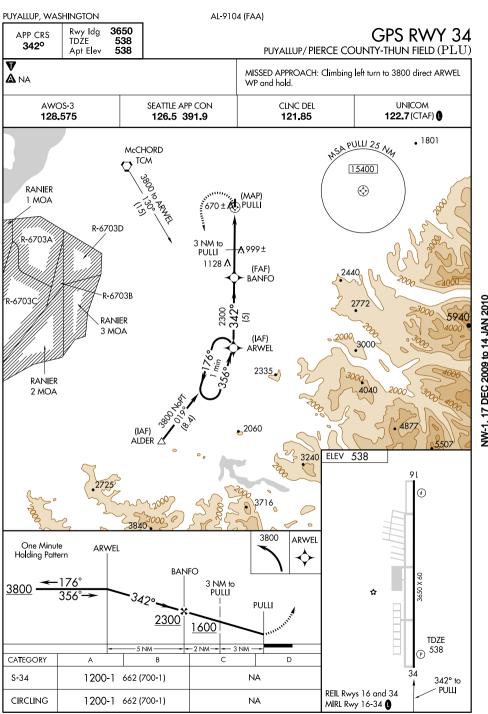
NW-1, 17 DEC 2009 to 14 JAN 2010

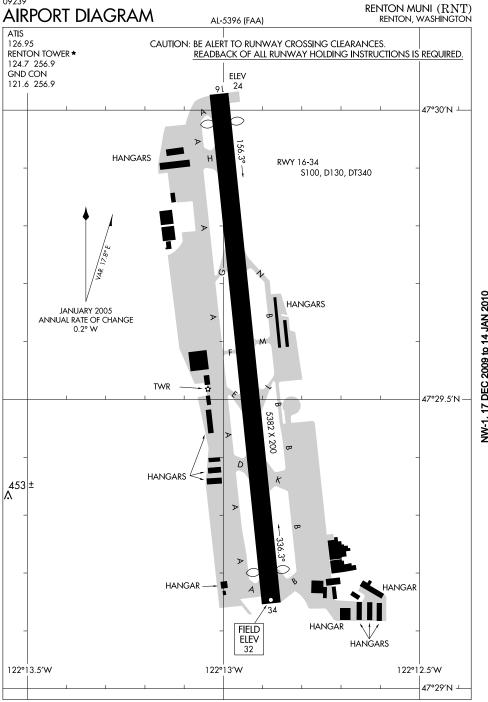




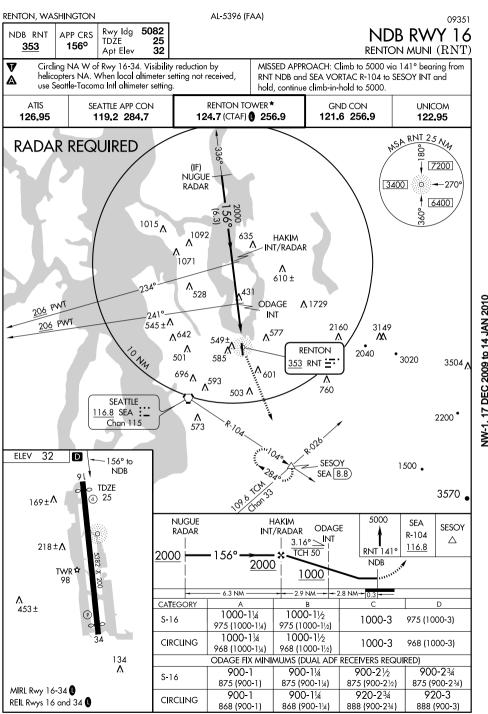


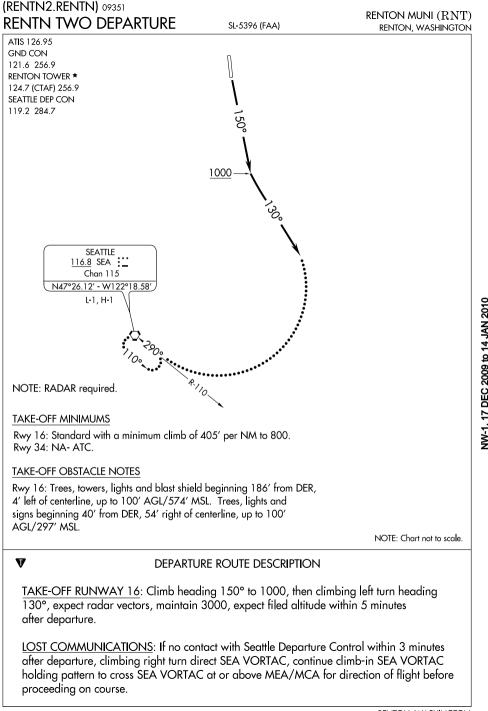


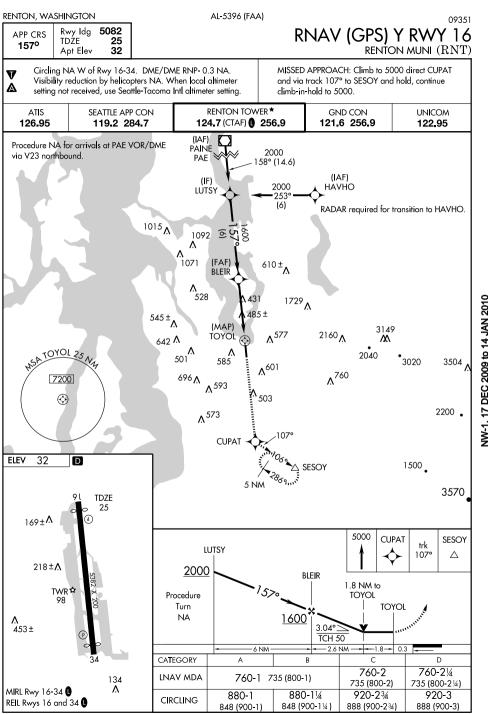


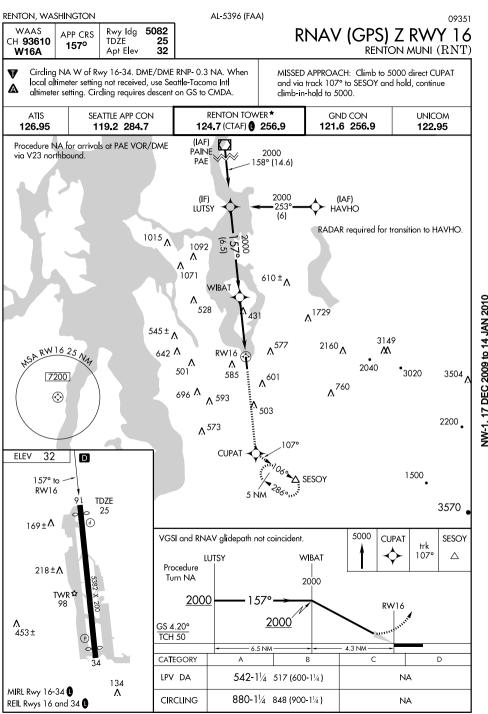


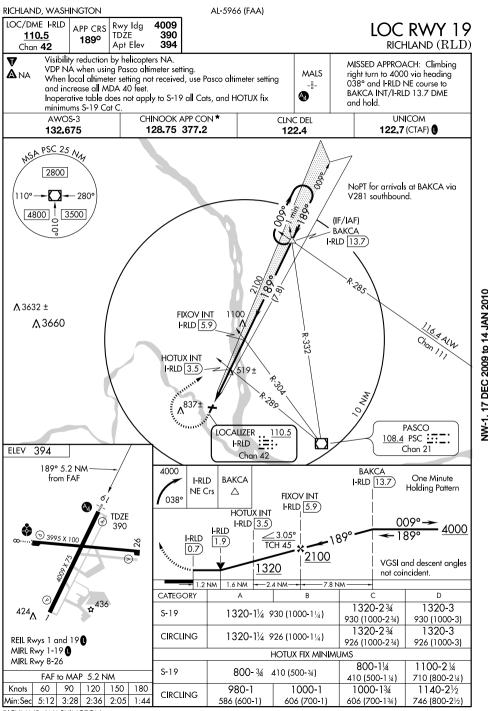
(BELVU2.BELVU) 09351 RENTON MUNI (RNT) BFITEVUE TWO DEPARTURE SL-5396 (FAA) RENTON, WASHINGTON ATIS 126.95 GND CON 121.6 256.9 RENTON TOWER ★ 124.7 (CTAF) 256.9 SEATTLE DEP CON 119.2 284.7 PAINE 110.6 PAE :=-Chan 43 N47° 55.19′ - W122° 16.67 L-1, H-1 NW-1, 17 DEC 2009 to 14 JAN 2010 NOTE: RADAR required. TAKE-OFF MINIMUMS Rwy 16: NA- ATC. Rwy 34: Standard with minimum climb of 315' per NM to 800. TAKE-OFF OBSTACLE NOTES Rwy 34: Trees and terrain beginning 1.6 NM from DER, 104' left of centerline, up to 100' AGL/485' MSL, wood piling, trees and terrain beginning 75' from DER, 7' right of centerline, up to 100' AGL/426' MSL. NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 34: Climb heading 350°, maintain 3000, expect radar vectors, expect filed altitude within 5 minutes after departure. LOST COMMUNICATIONS: If no contact with Seattle Departure Control within 3 minutes after departure, climbing left turn direct PAE VOR/DME, continue climb-in PAE VOR/DME holding pattern to cross PAE VOR/DME at or above MEA/MCA for direction of flight before proceeding on course.

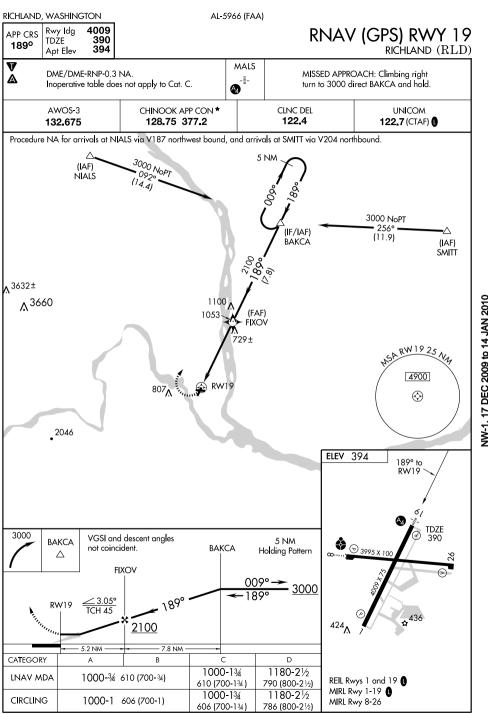


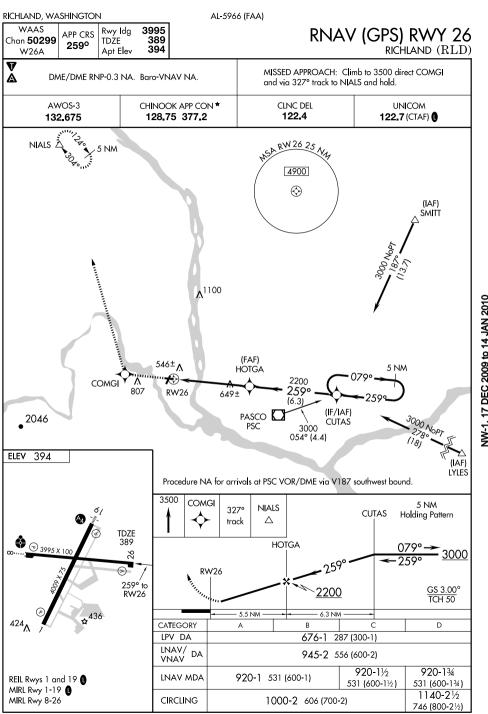


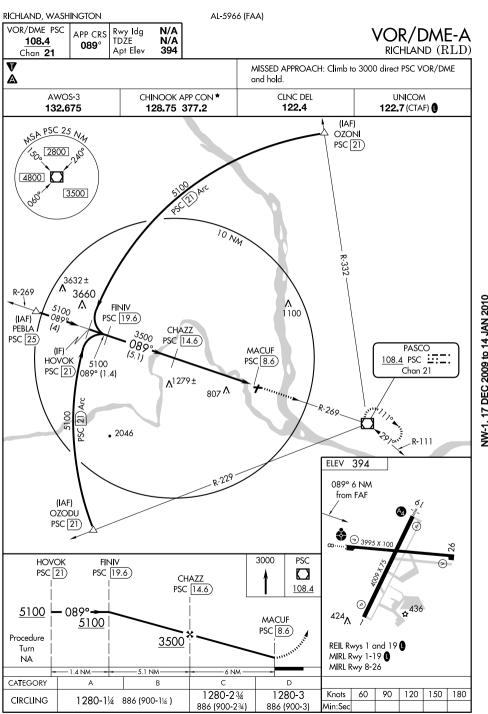


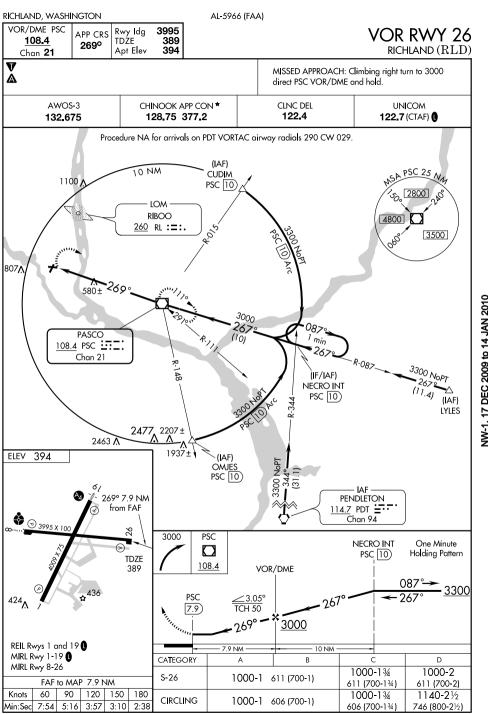


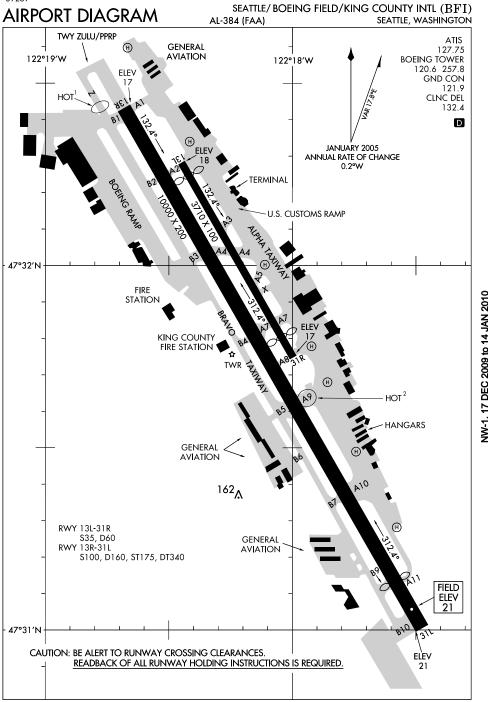


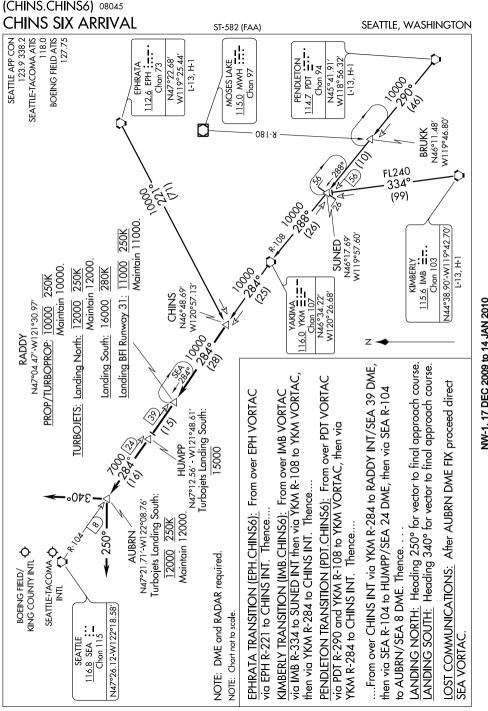


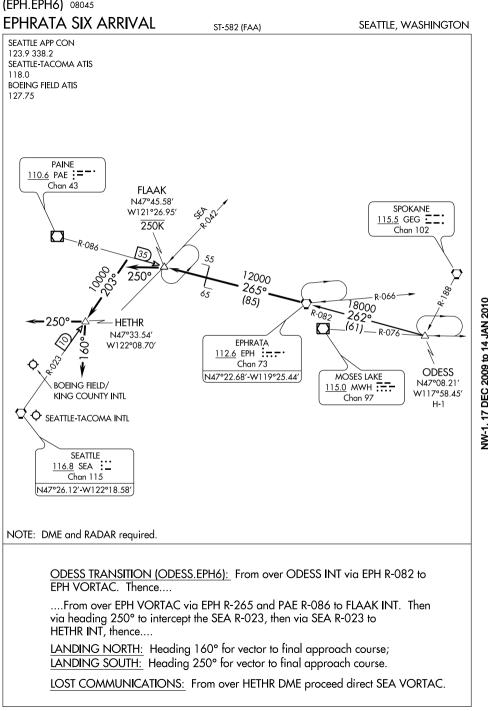


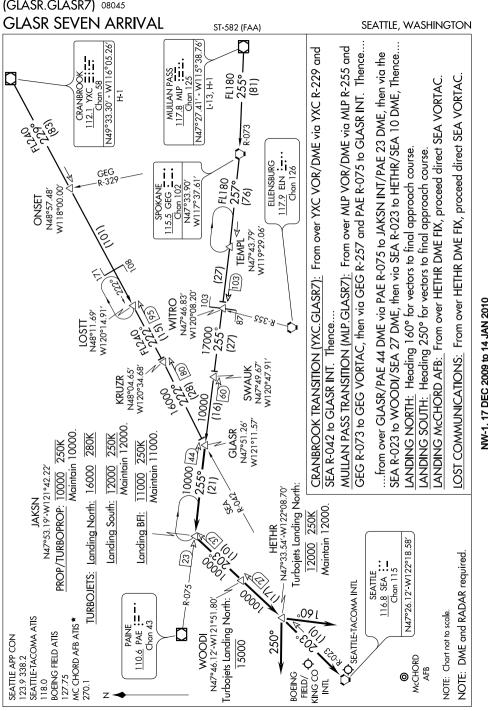


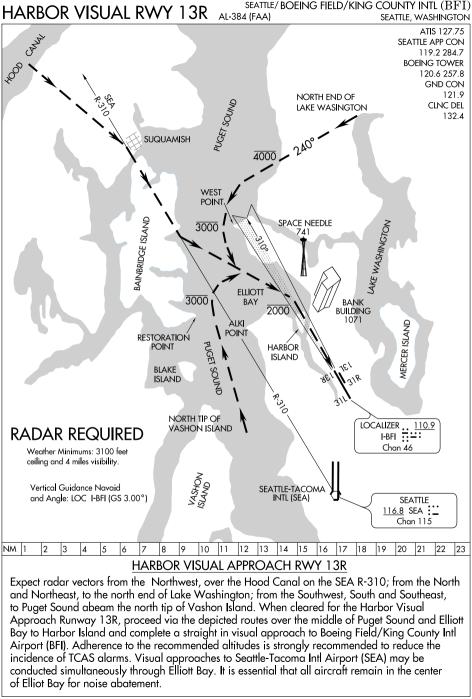


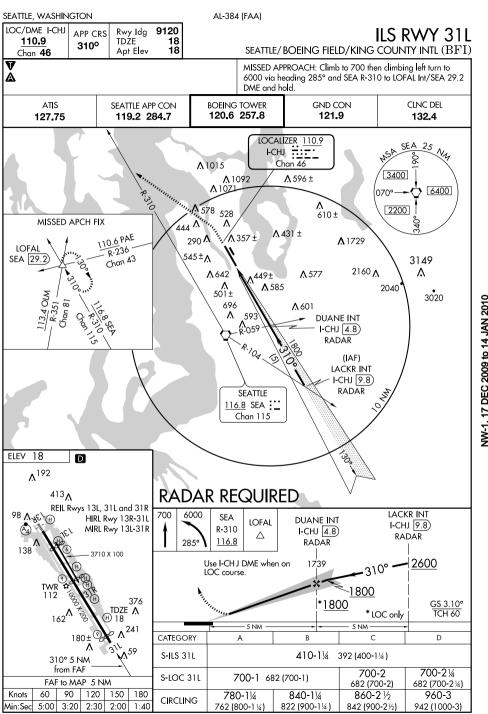


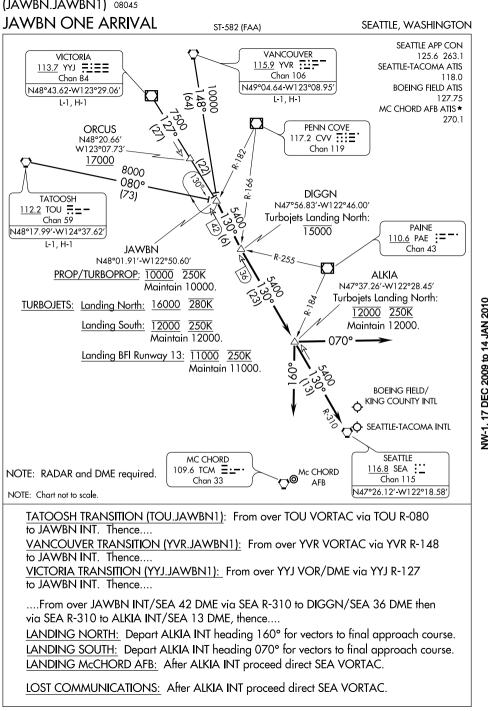












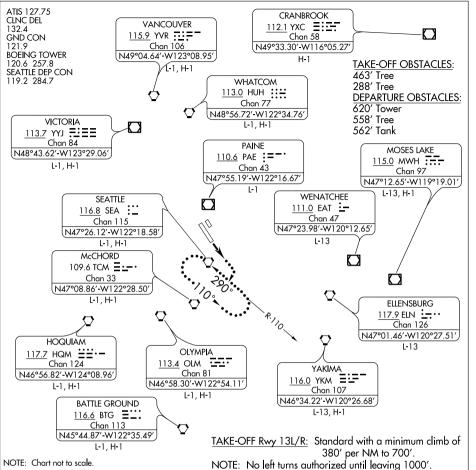
(KENTI 4.KENTI) 08213

VENT FOLID DEDARTLIDE SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI)

KENT FOUR DEPARTURE

SEATTLE/BOEING FIELD/KING COUNTY INTL (BFI) SL-384 (FAA) SEATTLE, WASHINGTON

NW-1, 17 DEC 2009 to 14 JAN 2010

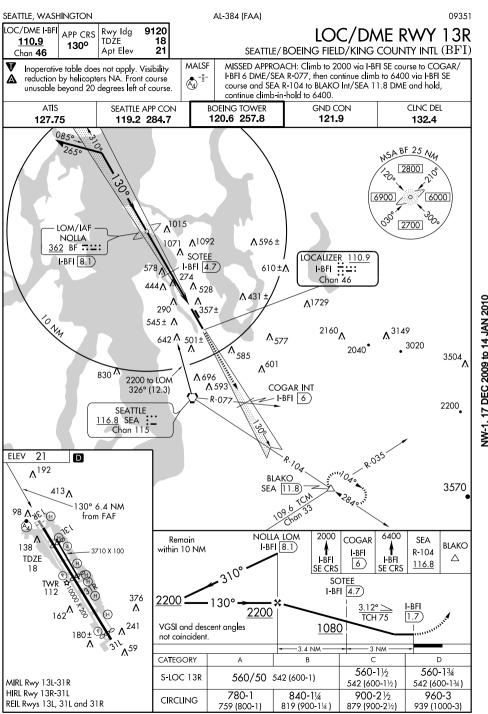


V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing right turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.



(NEEDL6.NEEDL) 08213 SEATTLE/BOEING FIELD/KING COUNTY INTL (RFT) NFFDLF SIX DFPARTURE SEATTLE, WASHINGTON SI-384 (FAA) ATIS 127.75 VANCOUVER CRANBROOK CLNC DEL 115.9 YVR ...= 112.1 YXC =:--132.4 GND CON Chan 106 Chan 58 121.9 N49°04.64′-W123°08.95′ N49°33.30′-W116°05.27′ BOEING TOWER L-1. H-1 H-1 120.6 257.8 SEATTLE DEP CON WHATCOM 119.2 284.7 113.0 HUH ::∺ Chan 77 TAKE-OFF OBSTACLES: N48°56.72′-W122°34.76′ 192' Flagpole L-1, H-1 350' Tower DEPARTURE OBSTACLES: VICTORIA 1071' Building 578' Towers 113.7 YYJ ==== Chan 84 N48°43.62′-W123°29.06′ PAINE 110.6 PAE :=-L-1, H-1 Chan 43 SEATTLE N47°55.19′-W122°16.66′ 116.8 SEA Chan 115 MOSES LAKE WENATCHEE N47°26.12′-W122°18.58′ 115.0 MWH :... 111.0 EAT :_-L-1. H-1 Chan 97 Chan 47 N47°12.65′-W119°19.01′ N47°23.98′-W120°12.65′ HOQUIAM L-13. H-1 L-13 117.7 HQM ==:--Chan 124 N46°56.82′-W124°08.96′ L-1, H-1 R.110 **ELLENSBURG** 117.9 ELN :_-.· **OLYMPIA** N47°01.46′-W120°27.51′ 113.4 OLM .-.. Chan 81 YAKIMA N46°58.30′-W122°54.11 116.0 YKM =:= L-1, H-1 Chan 107

NOTE: Chart not to scale.

BATTLE GROUND

I-1, H-1

116.6 BTG **=::** Chan 113 N45°44.87′-W122°35.49′

DEPARTURE ROUTE DESCRIPTION

N46°34.22′-W120°26.68′

L-13. H-1

TAKE-OFF Rwy 31L/R: Standard with a minimum climb of

NOTE: No right turns authorized until leaving 1300'.

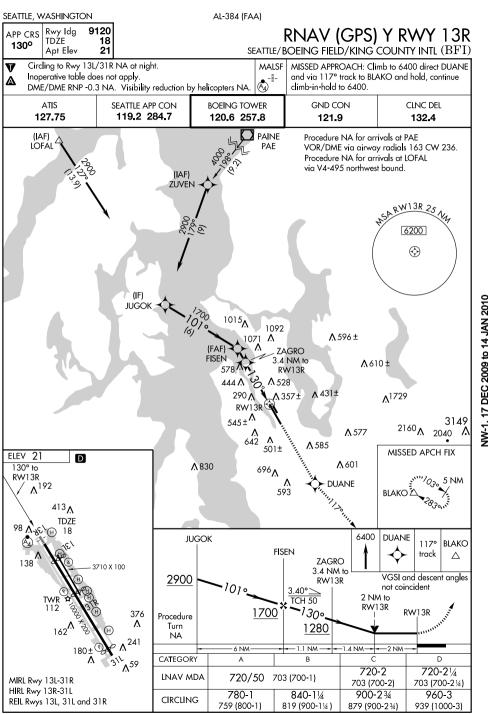
350' per NM to 1300'.

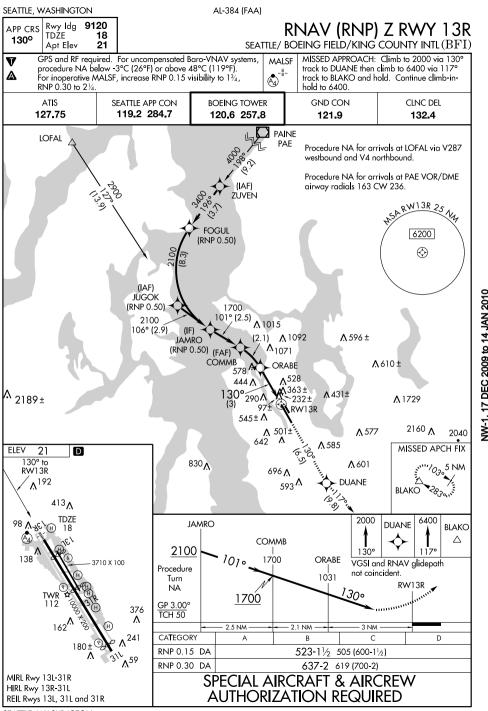
TAKE-OFF RUNWAYS 31L/R: Climb runway heading, expect radar vectors to assigned route/fix. Maintain 2000 or ATC assigned altitude, expect clearance to filed altitude within 3 minutes after departure.

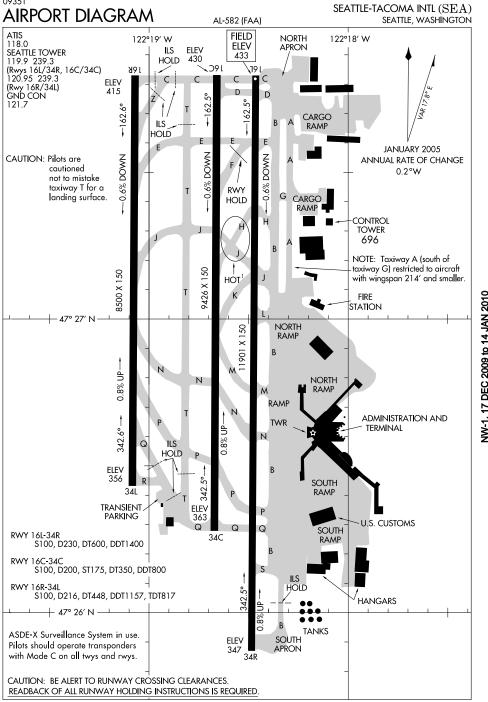
LOST COMMUNICATIONS: If no contact with departure control within 3 minutes after departure, climbing left turn direct SEA VORTAC, climb in SEA VORTAC holding pattern (E, left turn 290° inbound) to cross SEA VORTAC at or above MEA/MCA for direction of flight before proceeding enroute.

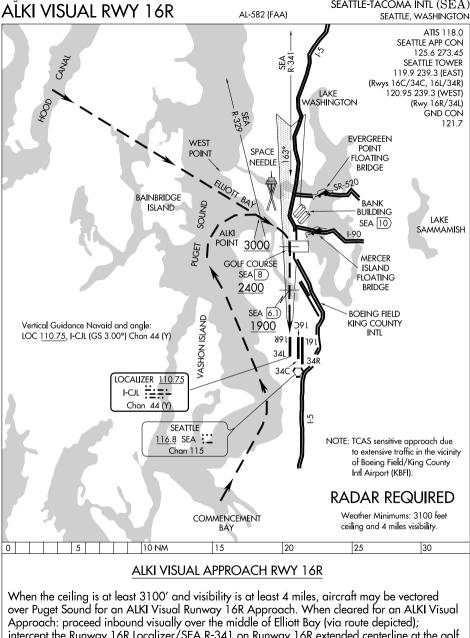
(OLM.OLM6) 08045 OLYMPIA SIX ARRIVAL SEATTLE, WASHINGTON ST-582 (FAA) BOFING FIFID/ SEATTLE APP CON KING COUNTY INTL 125.6 263.1 SEATTLE-TACOMA ATIS SEATTLE-TACOMA INTI 118.0 **FOURT** ·340° **BOEING FIELD ATIS** N47°17.87′ 127.75 **SEATTLE** W122°29.05' 116.8 SEA ARVAD 070° Chan 115 N47°13.36′-W122°34.86′ N47°26.12′-W122°18.58′ Turbojets Landing South: 12000 250K Maintain 12000. MC CHORD 109.6 TCM = . -LACEE Chan 33 N47°02.82' W122°48.35 **OLYMPIA** 113.4 OLM ----Chan 81 N46°58.30′-W122°54.11′ PROP/TURBOPROP: 10000 250K Maintain 10000. TURBOJETS: Landing North: 12000 250K Maintain 12000. Landing South: 17000 280K 341° 341° **BATTLE GROUND** 116.6 BTG Chan 113 **NEWBERG** 117.4 UBG **ΞΞ:** N45°44.87′-W122°35.49′ Chan 121 L-1, H-1 N45°21.19′-W122°58.69′ NOTE: Chart not to scale. L-1, H-1 NOTE: RADAR and DME required. BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence.... NEWBERG TRANSITION (UBG.OLM6): From over UBG VOR/DME via UBG R-341 and OLM R-163 to OLM VORTAC ThenceFrom over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence... LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final approach course. LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course. LOST COMMUNICATIONS: From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

NW-1, 17 DEC 2009 to 14 JAN 2010



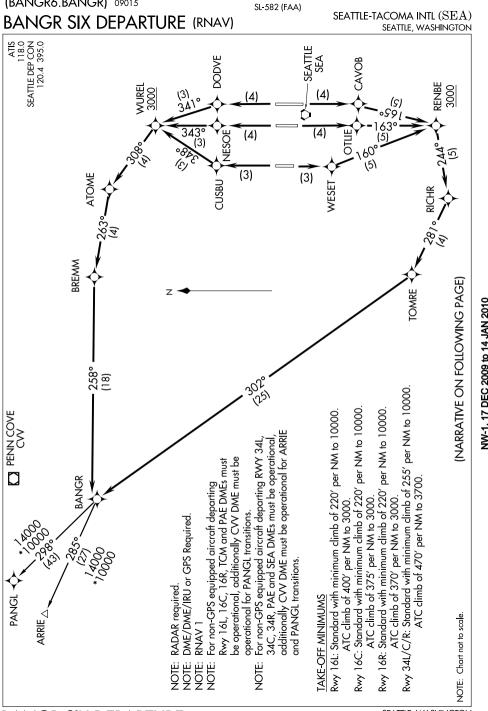






intercept the Runway 16R Localizer/SEA R-341 on Runway 16R extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes

shown at the visual checkpoints or associated DME/fix positions.



SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)SEATTLE, WASHINGTON

NW-1, 17 DEC 2009 to 14 JAN 2010

V

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE

at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE

at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL

at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL

at or above 3000, then via depicted route to BANGR, thence. . . . TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BANGR, thence. . . .

. . . . via (transition). Maintain assianed altitude, expect filed altitude/fliaht level 15 NM from SEA VORTAC.

ARRIE TRANSITION (BANGR6.ARRIE) PANGL TRANSITION (BANGR6.PANGL)

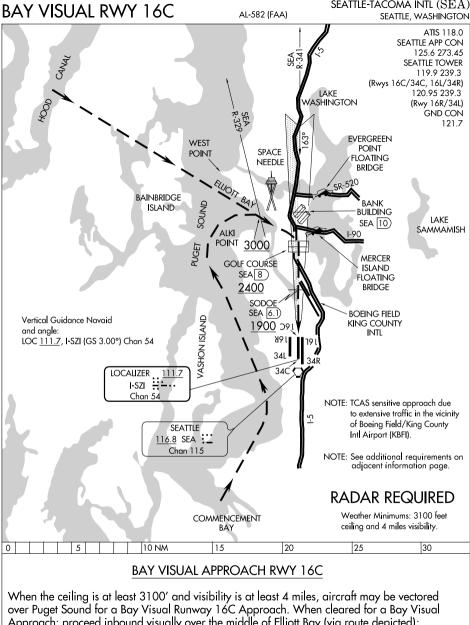
TAKE-OFF OBSTACLE NOTES Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 16C: Trees begining 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of

centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right

of centerline, up to 100' AGL/468' MSL. Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees

beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.



When the ceiling is at least 3100' and visibility is at least 4 miles, aircraft may be vectored over Puget Sound for a Bay Visual Runway 16C Approach. When cleared for a Bay Visual Approach: proceed inbound visually over the middle of Elliott Bay (via route depicted); intercept the Runway 16C Localizer/SEA R-341 on Runway 16C extended centerline at the golf course (8 DME) and complete a straight in visual approach to the airport. On final approach, a descent profile of approximately 300' per mile may be made with reference to the altitudes shown at the visual checkpoints or associated DME/fix positions.

SEATTLE-TACOMA INTL (SEA)
SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

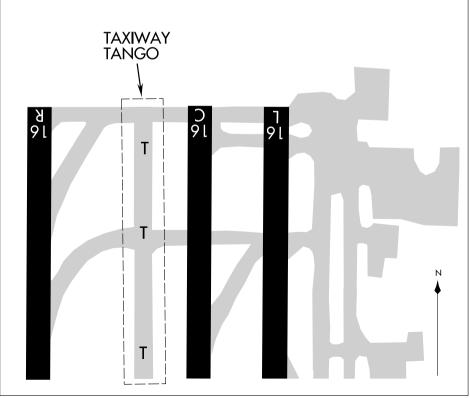
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

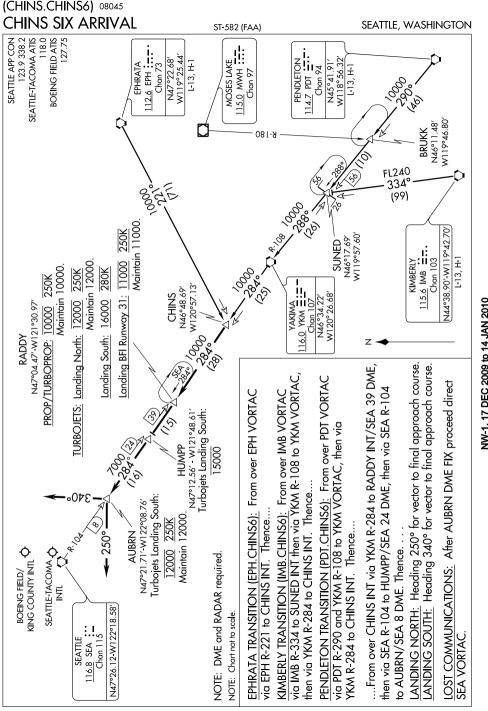
TRANSITION TO VISUAL:

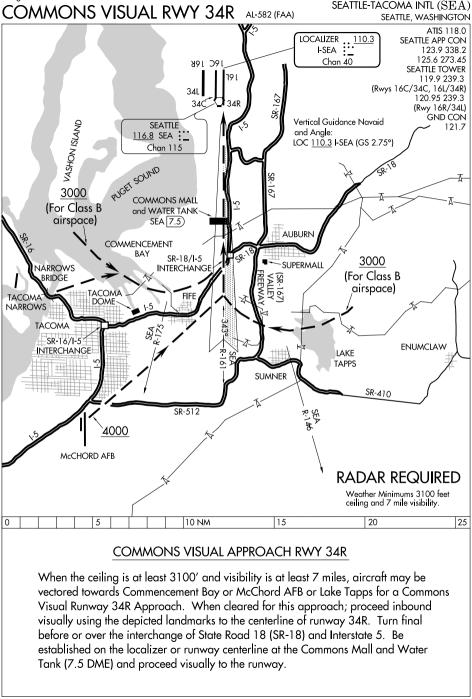
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

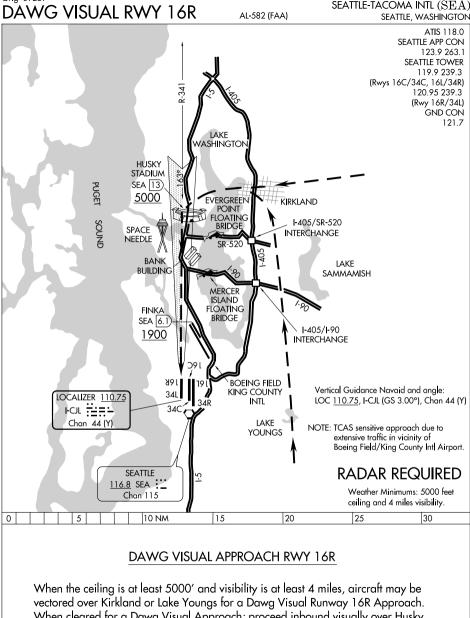
RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.

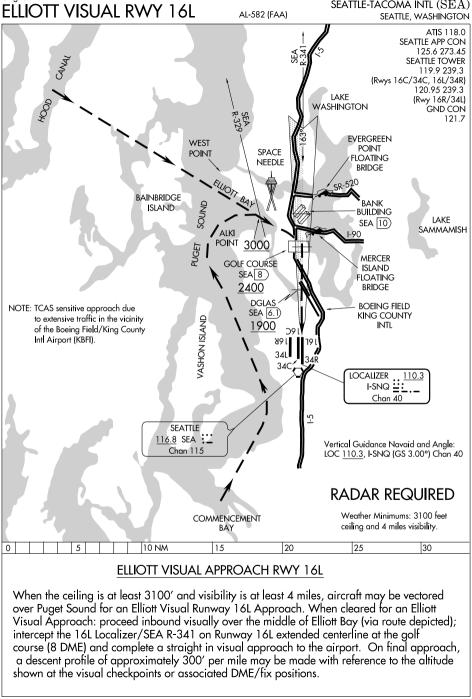






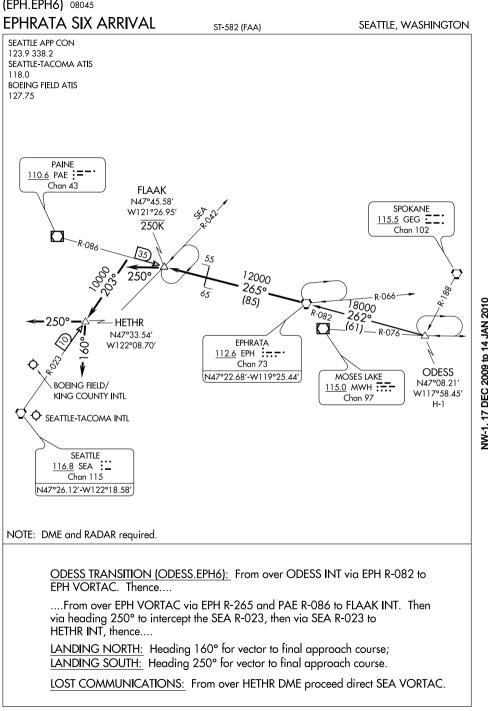


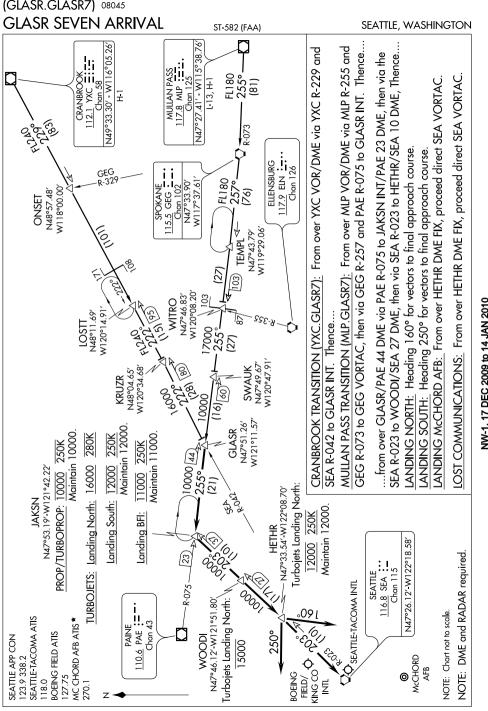
When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Dawg Visual Runway 16R Approach. When cleared for a Dawg Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16R localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

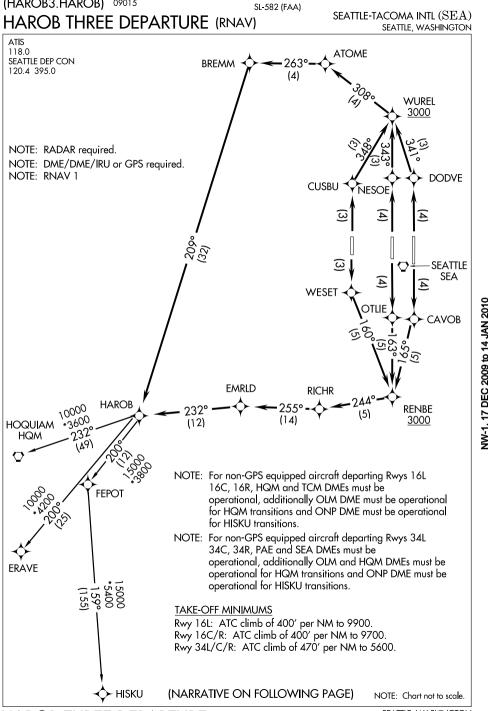


(ELMAA8.ELMAA) 09015 SEATTLE-TACOMA INTL (SEA)ELMAA EIGHT DEPARTURE SL-582 (FAA) SEATTLE, WASHINGTON ATIS 118.0 VICTORIA SEATTLE DEP CON 113.7 YYJ 🎫 🖃 🗏 120.4 395.0 Chan 84 SEATTLE 116.8 SEA Chan 115 N47°26.12′ - W122°18.58′ 95 230° NICHY N47°21.13′ W122°18.58′ 250 3000 ELMAA **RADAR** N47°08.88′ R-049 W123°24.57' TAKE-OFF MINIMUMS Rwys 34L/C/R: NA Rwys 16L/C/R: Standard. **HOQUIAM** Rwy 16L: ATC climb of 560' per NM to 3000. 117.7 HQM ----Rwy 16C: ATC climb of 515' per NM to 3000. 5 Chan 124 Rwy 16R: ATC climb of 500' per NM to 3000. 18 N46°56 82' W124°08.96′ TAKE-OFF OBSTACLE NOTES Rwy 16L: Trees beginning 2908' from DER, 1064' right of L-1, H-1 centerline, up to 100' AGL/476' MSL. Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER 436' left of centerline, **CORVALUS** up to 100' AGL/507' MSL. Trees beginning 115.4 CVO 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL. N44°29.97′ W123°17.62′ NOTE: RADAR and DME required. L-1, H-1 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . . . TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161, thence. to cross NICHY/5 DME/RADAR at or above 3000, then right turn heading 250° to intercept SEA R-230 to ELMAA INT, then via (transition/assigned route), expect filed altitude/flight level 15 NM from SEA. CORVALLIS TRANSITION (ELMAA8.CVO): From over ELMAA INT via YYJ R-157 and CVO R-340 to CVO VOR/DME. HOQUIAM TRANSITION (ELMAA8.HQM): From over ELMAA INT via HQM R-049 to HQM VORTAC.

NW-1, 17 DEC 2009 to 14 JAN 2010







(HAROB3.HAROB) 08325 SL-582 (FAA) SEATTLE-TACOMA INTL (SEA) HAROB THREE DEPARTURE (RNAV)

SEATTLE, WASHINGTON

NW-1, 17 DEC 2009 to 14 JAN 2010



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb direct CAVOB, then via 165° track to cross RENBE at or above 3000, then via depicted route to HAROB, thence. . . . TAKE-OFF RUNWAY 16C: Climb direct OTLIE, then via 163° track to cross RENBE

at or above 3000, then via depicted route to HAROB, thence. . . . TAKE-OFF RUNWAY 16R: Climb direct WESET, then via 160° track to cross RENBE

at or above 3000, then via depicted route to HAROB, thence. . . . TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL

at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to HAROB, thence. . . .

TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL

.... via (transition). Maintain assigned altitude, expect filed altitude/flight level

at or above 3000, then via depicted route to HAROB, thence. . . .

1.5 NM from SFA VORTAC

ERAVE TRANSITION (HAROB3.ERAVE)

FEPOT TRANSITION (HAROB3.FEPOT)

HISKU TRANSITION (HAROB3.HISKU)

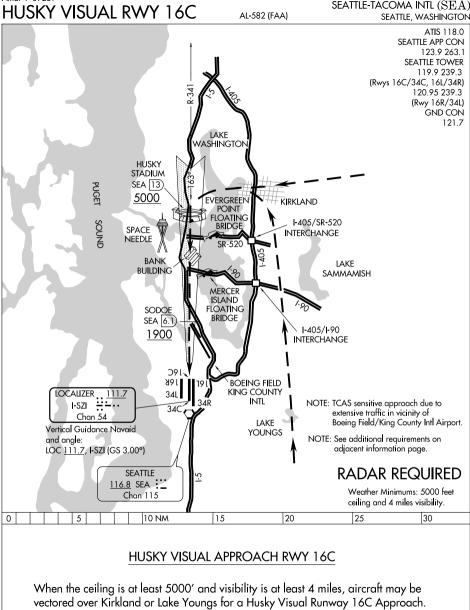
HOQUIAM TRANSITION (HAROB3.HQM)

Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

TAKE-OFF OBSTACLE NOTES

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right

of centerline, up to 100' AGL/468' MSL. Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.



When the ceiling is at least 5000' and visibility is at least 4 miles, aircraft may be vectored over Kirkland or Lake Youngs for a Husky Visual Runway 16C Approach. When cleared for a Husky Visual Approach; proceed inbound visually over Husky Stadium (via route depicted); intercept the Runway 16C localizer/SEA R-341 at 13 DME and complete a straight in visual approach to the airport.

HUSKY VISUAL RWY 16C

AL-582 (FAA)

SEATTLE, WASHINGTON

SEATTLE-TACOMA INTL (SEA)

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

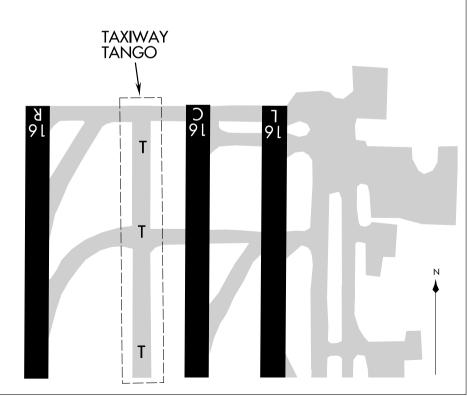
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify that you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

RECOMMENDTION:

Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended to track the localizer until the runway environment is visually verified.



SEATTLE, WASHINGTON AL-582 (FAA) LOC/DME I-SZI 11901 ILS or LOC RWY 16C Rwy 16C Idg 9426 Rwy 16L Ida APP CRS 433 111.7 TDŹE 430 TDŹE 163° Apt Elev SEATTLE-TACOMA INTL (SEA) Apt Elev 433 433 Chan **54** For inoperative ALSF-2, increase S-LOC 16C Cat D MISSED APPROACH: Climb heading 160° and SEA VORTAC ALSF-2 visibility to RVR 5000. Inoperative table does not Rwy 16C/L R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below 2000, apply to SIDESTEP 16L. DME or RADAR required. then climb to 5000 via SEA VORTAC R-161 to MILLT INT/SEA See additional requirements on adjacent information 11 DME/RADAR and hold, continue climb-in-hold to 5000. SEATTLE TOWER SEATTLE APP CON GND CON **ATIS** 119.9 239.3 (Rwys 16C/34C, 16L/34R) 118.0 121.7 133.65 273.45 120.95 239.3 (Rwy 16R/34L) IAF Procedure NA for arrivals at PAE *6000 PAINE VOR/DMF via V23 northbound 167° (10.9) 110.6 PAE := Chan 43 343° (IF) R-167 WEMAT DMF or RADAR REQUIRED I-SZI 18.2 NSA SEA 25 NA PAE 10.9 **63**° RADAR 3400 **ERYKA** I-SZI 15.3) 070° 6400 RADAR ALTERNATE MISSED 2200 104 MGNUM APCH FIX I-SZI 12.4) RADAR O ...074° VW-1, 17 DEC 2009 to 14, IAN 2010 ANVI I-SZI 10) R-074 MC CHORD RADAR 88 TCM <u>=.-</u>. 6 2 109.6 Chan 33 ¹⁷²⁹∧ SODOE MISSED I-SZI (6.1) 16.8 Boeing Field/ ۸³¹⁴⁹ **APCH** ^²¹⁶⁰ RADAR King County Intl FIX SEA LOCALIZER 111.7 MILIT INT ı-szı <u>∷</u>... 529± 2040 SEA [11] SEATTLE °3020 RADAR 116.8 SEA Chan 54 161° Chan 115 **ELEV** 433 109.bj ∧ _{515 ±} ۸⁵⁷³ TDZE ۻؚ **TEBNE** 430 5 -163° 4.4 NM 19C 19B SEA 2.4 from FAF 191 R-161 RADAR TD7F 5000 When assigned by ATC, intercept glidepath **TEBNE** SFA MILLT INT 433 at 3200 or 4000 or 5000 or 6000. SEA 2.4 606 R-161 SEA 11 WEMAT RADAR ۸ **ERYKA** 116.8 SEA RADAR ■ 696 I-SZ **MGNUM** 160° Procedure 2000 I-SZI R-161 18.2 I-SZ Turn SODOE VGSI and ILS glidepath 15.3) ANVIL NA RADAR 12.4) I-SZI 10 I-SZI 6.1 not coincident. RADAR RADAR RADAR I-SZ RADAR I-SZ ⊕0.8% UP-*6000 **-**163∘ ₅₉₃ ^ 2.5) 1.7 1900 *<u>4000</u>|*3<u>200</u> *5000 M GS 3.00° **♣**5 34L 900 TCH 57 -2.9 NM - 2.9 NM - 2.4 NM-3 9 NM -- 3.6 NM 0.1 CATEGORY S-ILS 16C 630/18 200 (200- 1/2) 760/40 330 (400- 1/2) HIRL all Rwys S-LOC 16C 760/24 330 (400-34) TDZ/CL Rwys 16L, 16C, 16R and 34R 760-11/2 760-2 SIDESTEP 16L **760/50** 327 (400-1) FAF to MAP 4.4 NM 327 (400-11/2) 327 (400-2) Knots 60 90 120 150 180 1000-11/2 1000-2 1000-1 567 (600-1) CIRCLING 16C 567 (600-1½) Min:Sec 4:24 2:56 2:12 1:46 1:28 567 (600-2)

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

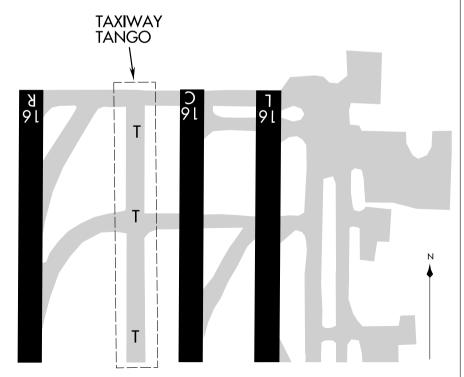
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

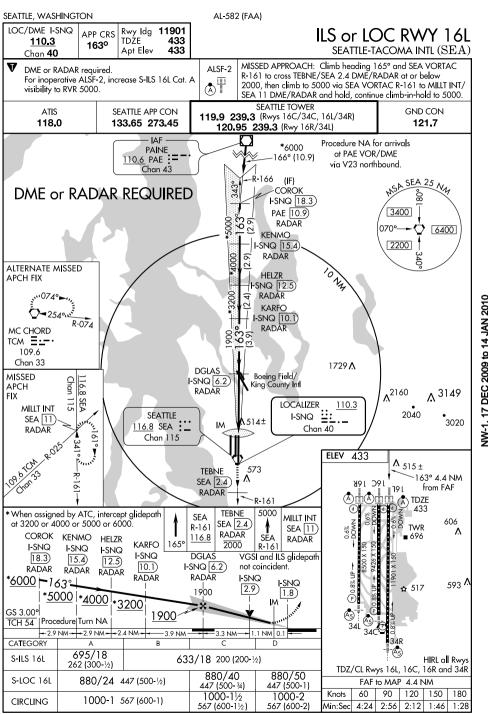
TRANSITION TO VISUAL:

Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

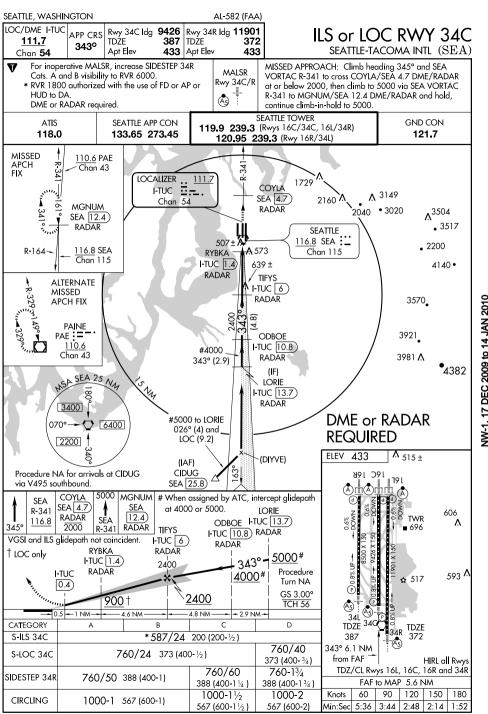
RECOMMENDTION:

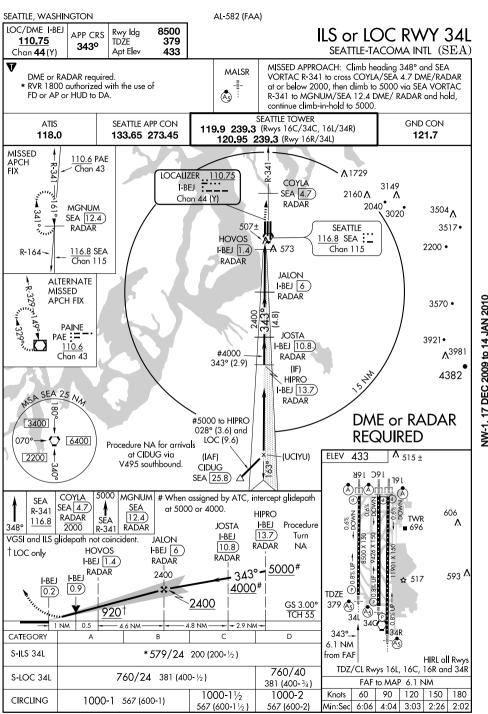
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.



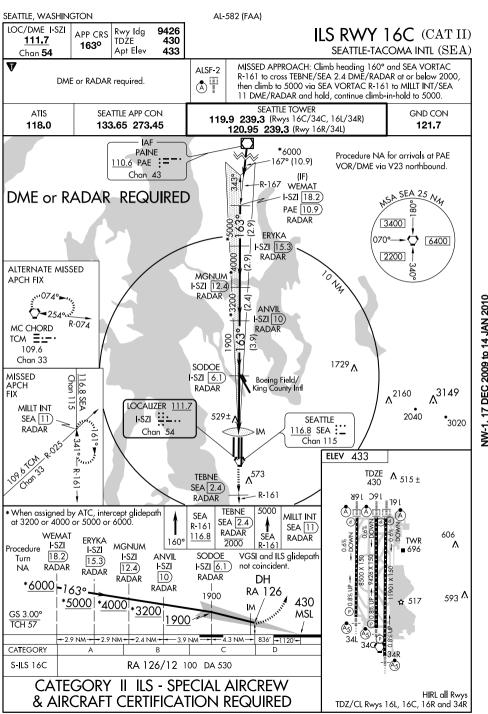


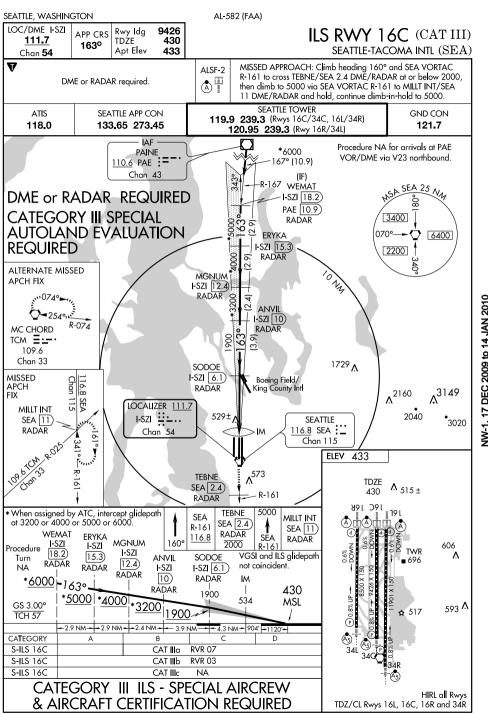
SEATTLE, WASHINGTON AL-582 (FAA) LOC/DME I-CJL 8500 ILS or LOC RWY 16R Rwy Ida APP CRS 110.75 TDŹE 415 163° Apt Elev SEATTLE-TACOMA INTL (SEA) 433 Chan 44 (Y) MISSED APPROACH: Climb heading 158° and SEA VORTAC R-161 to cross TEBNE/SEA 2.4 DME/RADAR at or below ALSF-2 DME or RADAR required. (A) T 2000, then climb to 5000 via SEA VORTAC R-161 to MILLT INT/ SEA 11 DME/RADAR and hold, continue climb-in-hold to 5000. SEATTLE TOWER GND CON ATIS SEATTLE APP CON 119.9 239.3 (Rwys 16C/34C, 16L/34R) 118.0 133.65 273.45 121.7 120.95 239.3 (Rwy 16R/34L) IAF Procedure NA for arrivals PAINE *6000 110.6 PAE := at PAE VOR/DME 168° (10.9) via V23 northbound. Chan 43 R-168 (IF) NSA SEA 25 MA WATEL: I-CJL 18.2 DME or RADAR PAE 10.9) 3400 RADAR **REQUIRED** AGANE 6400 I-CJL 15.3) RADAR 2200 ALTERNATE MISSED 104 CELAK APCH FIX I-CJL 12.3 ...074° RADAR VW-1, 17 DEC 2009 to 14 JAN 2010 BUGNE I-CJL [10] R-074 MC CHORD RADAR 63.9 TCM <u>=.-</u>. 109.6 Chan 33 FINKA 1729 A I-CJL 6 MISSED 116.8 Boeing Field/ APCH FIX RADAR King County Intl Λ²¹⁶⁰ ۸³¹⁴⁹ SEA LOCALIZER 110.75 MILIT INT I-CJL ∺:=:-541± 2040 SEA [11] SEATTLE 116.8 SEA 3020 RADAR Chan 44 (Y) 161° Chan 115 **ELEV** 433 1. J. J. 33 ∧ _{515 ±} ۻ۪ ۸⁵⁷³ **TEBNE TDZE** 6 -163° 4.4 NM 415 NSI 291 SEA 2.4 R-161 191 from FAF RADAR * When assigned by ATC, intercept glidepath at 3200 or 4000 or 5000 or 6000. 5000 TEBNE SFA MILLT INT SEA 2.4 606 R-161 SEA [11] RADAR WATEL ۸ AGANE 116.8 SEA RADAR ■ 696 2000 I-CJL CELAK 158° R-16 I-CJL Procedure 18.2 I-CJL **BUGNE** FINKA VGSI and ILS alidepath 15.3 Turn RADAR 12.3) I-CJL 10) I-CJL 6 not coincident. NA RADAR RADAR RADAR *6000 -1630 RADAR I-CJL I-CJL ₅₉₃ ^ 2.6 1.6 1900 ē *4000|*3200 *5000| M GS 3.00° 1900 TCH 55 -2.9 NM - 2.9 NM - 2.4 NM ---- 3.9 NM ---- 3.4 NM --0.9 0.1 CATEGORY D HIRL all Rwys S-ILS 16R 615/18 200 (200- 1/2) TDZ/CL Rwys 16L, 16C, 16R and 34R 800/40 S-LOC 16R 800/24 385 (400- 1/2) FAF to MAP 4.4 NM 385 (400-34) Knots 60 90 120 150 180 1000-11/2 1000-2 1000-1 567 (600-1) CIRCLING 4:24 Min:Sec 2:56 2:12 1:46 567 (600-11/2) 567 (600-2)

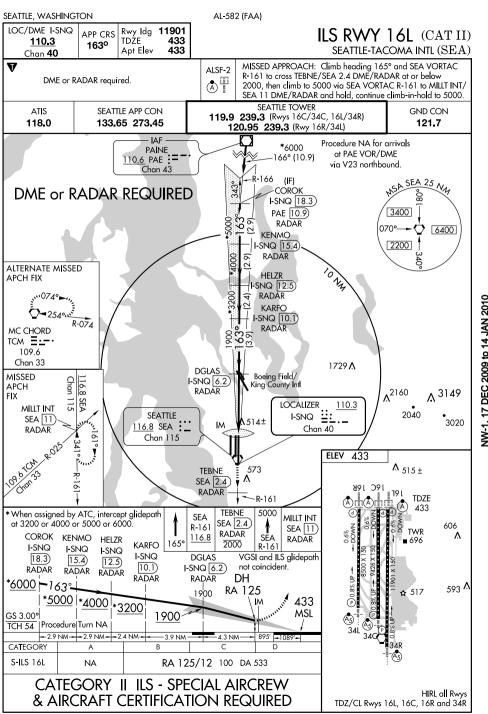


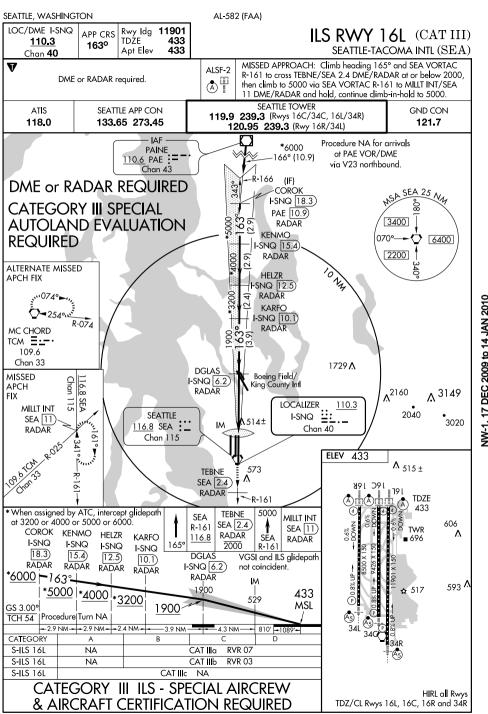


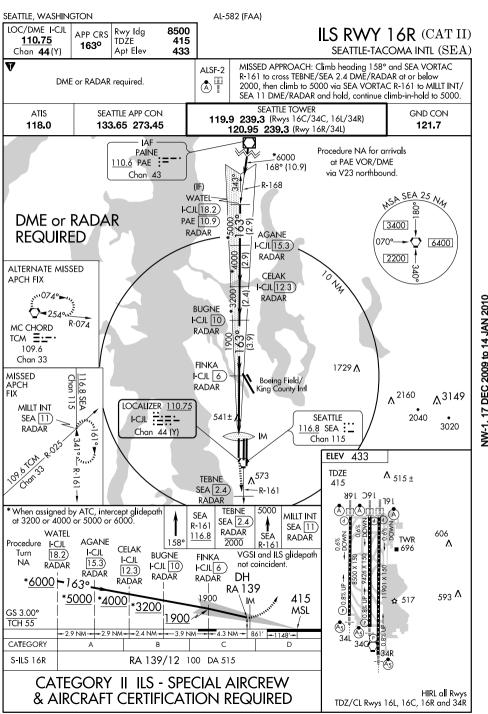
SEATTLE, WASHINGTON AL-582 (FAA) ILS or LOC RWY 34R LOC/DME I-SEA Rwy 34C Ida 9426 Rwy 34R Idg 11901 APP CRS 110.3 TDŹE 372 TDŹE 387 343° Apt Elev SEATTLE-TACOMA INTL (SEA) Apt Elev 433 433 Chan 40 MALSR MISSED APPROACH: Climb heading 341° and SEA VORTAC Inoperative table does not apply to SIDESTEP Rwy 34R/C R-341 to cross COYLA/SEA 4.7 DME/RADAR at or below 34C, Cats. A and B. 2000, then climb to 5000 via SEA VORTAC R-341 to MGNUM/ (Å5) -DMÉ or RADAR required. SEA 12.4 DME/RADAR and hold, continue climb-in-hold to 5000. SEATTLE TOWER ATIS SEATTLE APP CON GND CON 119.9 239.3 (Rwys 16C/34C, 16L/34R) 118.0 133.65 273.45 121.7 120.95 239.3 (Rwy 16R/34L) MISSED 110.6 PAE APCH FIX R-34 Chan 43 R-341 COYLA ۸³¹⁴⁹ 1729 SEA 4.7 LOCALIZER 110.3 2160 2040 • 3020 MGNUM I-SEA RADAR ۸ ³⁵⁰⁴ SEA 12.4) Chan 40 RADAR **3**517 **SEATTLE** 116.8 SEA R-164~ 476± X 116.8 SEA 2200 Chan 115 **∆**∴ 573 Chan 115 CNNTI I-SEA 2 **ALTERNATE** 4140 MISSED RADAR APCH FIX BUCKK I-SEA (6.2) NW-1, 17 DEC 2009 to 14 JAN 2010 . 3570 RADAR PAINE 2200 343° (5.9) PAE 📜 110.6 3921 **KLEWS** Chan 43 I-SEA 12.1 3981 Λ #4000 RADAR SEA 25 Ny 343° (3.2) 4382 (IF) **NEEAL** 3400 I-SEA 15.2 DME or RADAR 070° 6400 RADAR #5000 to NEEAL **REQUIRED** 2200 026° (4.2) and LOC (7.4) (ZUXOV) Λ _{515 ±} ELEV 433 (IAF) Procedure NA for arrivals at CIDUG CIDUG 19C 19B via V495 southbound. SEA 25.8) 5000 MGNUM COYLA Use I-SEA DME when on the localizer course. SEA SEA 4.7 SEA # When assigned by ATC, intercept glidepath R-341 606 RADAR 12.4 at 4000 or 5000. TWR 116.8 SĒA NEEAL Procedure 341° 2000 RADAR R-341 696 BUCKK Turn KLEWS I-SEA 15.2) 3% UP -- 9426 X 150 VGSI and ILS glidepath not coincident. I-SEA (6.2) I-SEA 12.1) RADAR CNNTI *LOC only RADAR RADAR I-SEA I-SEA 2 2200 343°-5000# RADAR ₅₉₃ ^ 1.2 ☆ 517 I-SEA <u></u> 4000# 0.6 GS 2.75° 2200 (Å5) 900 TCH 60 34L TD7F 0.4 0.6 0.8 NM 4.2 NM 5.9 NM -3.2 NM -**TDZE** CATEGORY D 387 572/18 200 (200-1/2) S-ILS 34R 343° 6 NM from FAF HIRL all Rwys S-LOC 34R 720/24 348 (300-1/2) TDZ/CL Rwys 16L, 16C, 16R and 34R 760-11/2 SIDESTEP 34C 760/50 373 (400-1) FAF to MAP 5.7 NM 373 (400-11/2) 1000-11/2 Knots 90 120 150 180 1000-2 60 CIRCLING 1000-1 567 (600-1) 567 (600-1 ½) 567 (600-2) Min:Sec 5:42 3:48 2:51 2:17

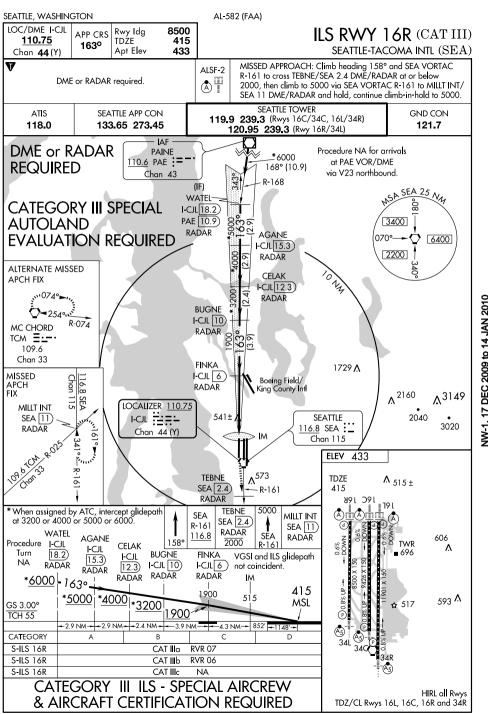


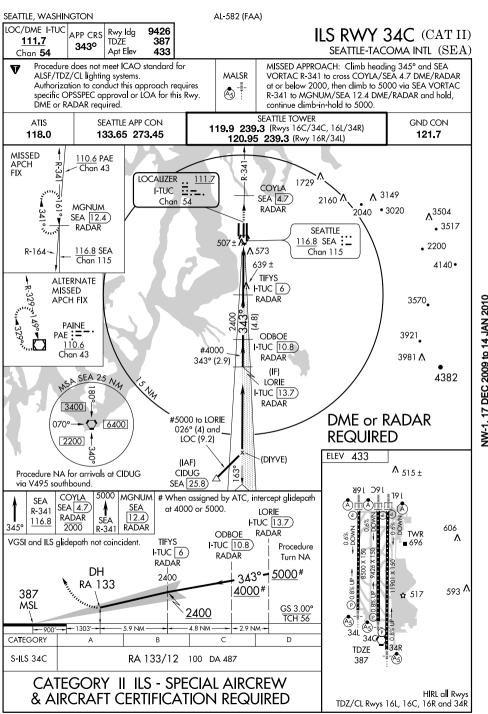


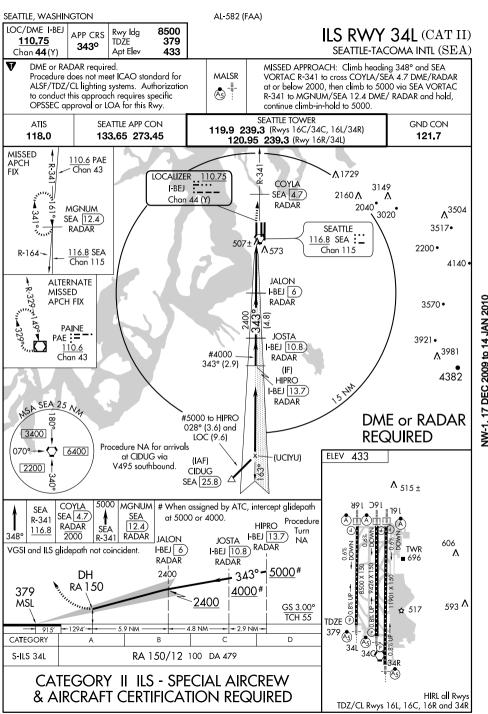


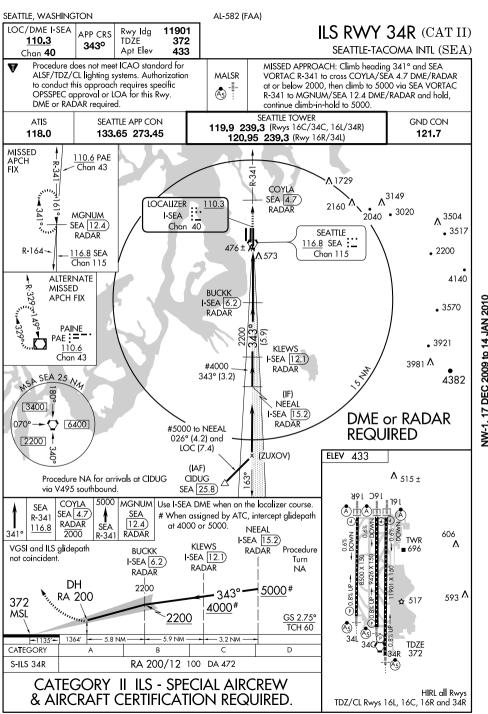


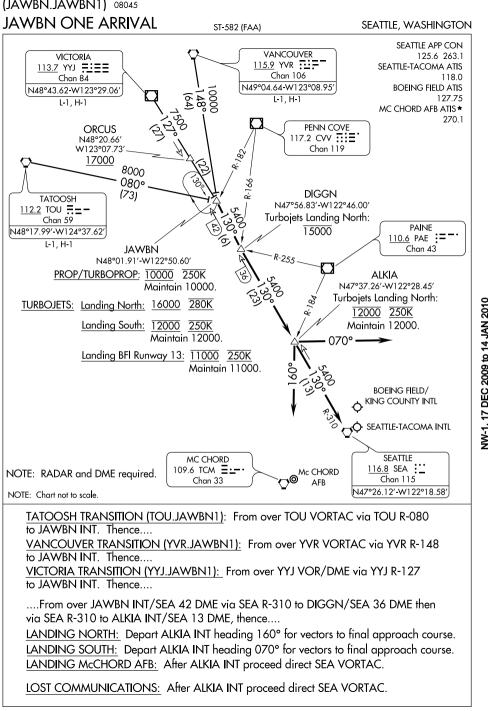












(KMOREZ.KMORE) 09015 SL-582 (FAA) SEATTLE-TACOMA INTL (SEA)KMORE TWO DEPARTURE (RNAV) SEATTLE, WASHINGTON **ATIS** 118.0 SEATTLE DEP CON 119.2 284.7 KMORF **ZUVEN** 15000 *11600 (3) 0900 (82) **BLUIT KTSAP** NOTE: RADAR required. CENEX NOTE: DME/DME/IRU or GPS required. NOTE: RNAV 1 NOTE: "Noise Abatement Procedure" available 2200 to 0600 local. NOTE: For non-GPS equipped aircraft WUREL PAE, SEA, MWH and OLM DMEs 3000 must be operational. TAKE-OFF MINIMUMS Rwy 16L/C/R: NA - ATC. Rwy 34L/C/R: Standard with ATC climb of 470' **DODVE CUSBU** per NM to 3000. NESOE TAKE-OFF OBSTACLE NOTES 4 $\overline{\omega}$ Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL. **SEATTLE** SFA NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . . .

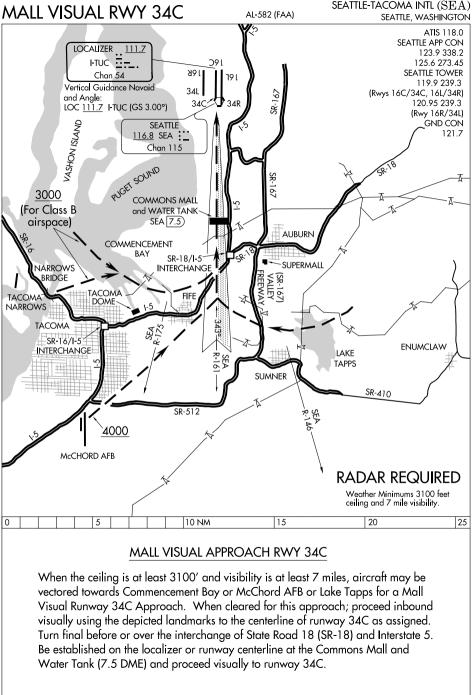
NW-1, 17 DEC 2009 to 14 JAN 2010

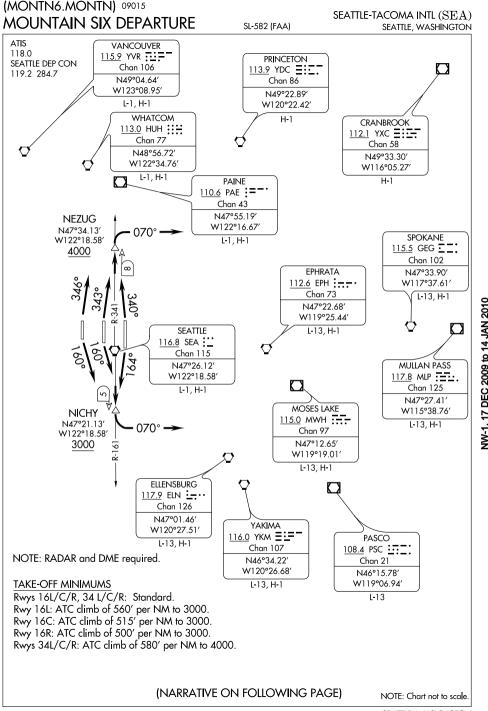
TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to BLUIT, thence. . . .

. . . .via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

(KISAP3.KISAP) 09013 SL-582 (FAA) SEATTLE-TACOMA INTL (SEA) KTSAP THREE DEPARTURE (RNAV) SEATTLE, WASHINGTON ATIS 1180 **TATOOSH** SEATTLE DEP CON 119.2 284.7 TOU 15000 *9₄₀₀ KTSAP NOTE: RADAR required. NOTE: DME/DME/IRU or GPS required. 28ე。 CENEX ATOME NOTE: RNAV 1 NOTE: "Noise Abatement Procedure" available WURFI 2200 to 0600 local 3000 NOTE: For non-GPS equipped aircraft PAE DME must be operational. TAKE-OFF MINIMUMS DODVE Rwy 16L/C/R: NA - ATC. **CUSBU** NESOF Rwy 34L/C/R: Standard with ATC climb of 470' per NM to 3000. $\overline{\omega}$ 4 TAKE-OFF OBSTACLE NOTES Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to **SFATTLE** 100' AGI /522' MSI SFA NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 34L: Climb direct CUSBU, then via 348° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . . TAKE-OFF RUNWAY 34C: Climb direct NESOE, then via 343° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. . . . TAKE-OFF RUNWAY 34R: Climb direct DODVE, then via 341° track to cross WUREL at or above 3000, then via depicted route to TOU VORTAC, thence. via assigned route. Maintain assigned altitude, expect filed altitude/flight level 15 NM from SEA VORTAC.

NW-1, 17 DEC 2009 to 14 JAN 2010





NW-1, 17 DEC 2009 to 14 JAN 2010

MOUNTAIN SIX DEPARTURE

SL-582 (FAA)

SEATTLE-TACOMA INTL (SEA)

FAA)

SEATTLE, WASHINGTON

V

(MONTN6.MONTN) 08325

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161 to cross NICHY at or

above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . . TAKE-OFF RUNWAYS 16C/R: Climb heading 160° and SEA R-161 to cross NICHY at or

above 3000, then left turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341 to cross NEZUG at or above 4000, then right turn heading 070° for radar vectors to assigned route, thence. . . .

TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341 to cross NEZUG at or

LOST COMMUNICATIONS: If no contact with ATC leaving 4000', proceed direct

SEA VORTAC, then proceed on course.

Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL.

TAKE-OFF OBSTACLE NOTES

Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right of centerline, up to 100' AGL/468' MSL.
 Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/468' MSL.

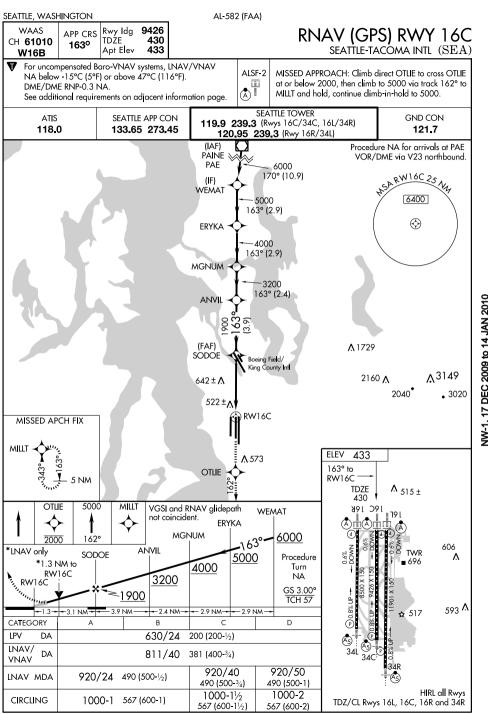
Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL.

Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/468' MSL.

Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL.

(OLM.OLM6) 08045 OLYMPIA SIX ARRIVAL SEATTLE, WASHINGTON ST-582 (FAA) BOFING FIFID/ SEATTLE APP CON KING COUNTY INTL 125.6 263.1 SEATTLE-TACOMA ATIS SEATTLE-TACOMA INTI 118.0 **FOURT** ·340° **BOEING FIELD ATIS** N47°17.87′ 127.75 **SEATTLE** W122°29.05' 116.8 SEA ARVAD 070° Chan 115 N47°13.36′-W122°34.86′ N47°26.12′-W122°18.58′ Turbojets Landing South: 12000 250K Maintain 12000. MC CHORD 109.6 TCM = . -LACEE Chan 33 N47°02.82' W122°48.35 **OLYMPIA** 113.4 OLM ----Chan 81 N46°58.30′-W122°54.11′ PROP/TURBOPROP: 10000 250K Maintain 10000. TURBOJETS: Landing North: 12000 250K Maintain 12000. Landing South: 17000 280K 341° 341° (97) **BATTLE GROUND** 116.6 BTG Chan 113 **NEWBERG** 117.4 UBG **ΞΞ:** N45°44.87′-W122°35.49′ Chan 121 L-1, H-1 N45°21.19′-W122°58.69′ NOTE: Chart not to scale. L-1, H-1 NOTE: RADAR and DME required. BATTLE GROUND TRANSITION (BTG.OLM6): From over BTG VORTAC via BTG R-329 and OLM R-151 to OLM VORTAC. Thence.... NEWBERG TRANSITION (UBG.OLM6): From over UBG VOR/DME via UBG R-341 and OLM R-163 to OLM VORTAC ThenceFrom over OLM VORTAC via OLM R-022 to LACEE/OLM 6 DME, then via OLM R-022 to ARVAD INT/OLM 20 DME, then via OLM R-022 to FOURT INT/OLM 26 DME, thence... LANDING NORTH: Depart FOURT INT/OLM 26 DME heading 070° for vectors to final approach course. LANDING SOUTH: Depart FOURT INT/OLM 26 DME heading 340° for vectors to final approach course. LOST COMMUNICATIONS: From over FOURT INT/OLM 26 DME, proceed direct SEA VORTAC.

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RNAV (GPS) RWY 16C

SEATTLE-TACOMA INTL AIRPORT

ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

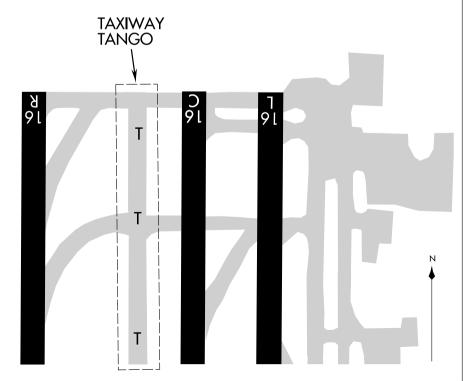
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

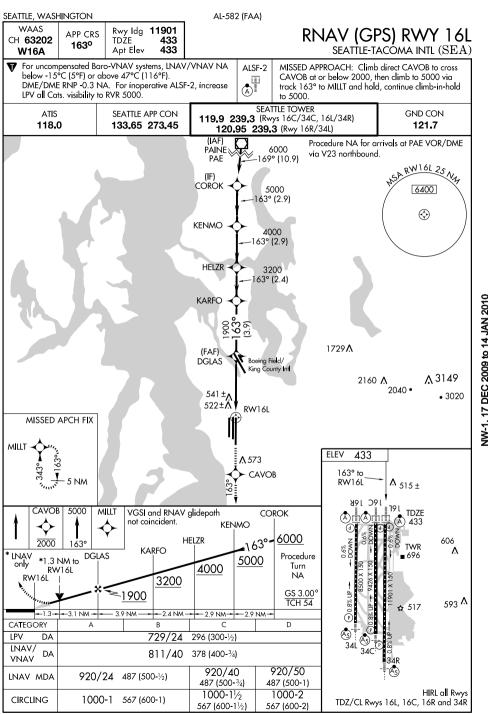
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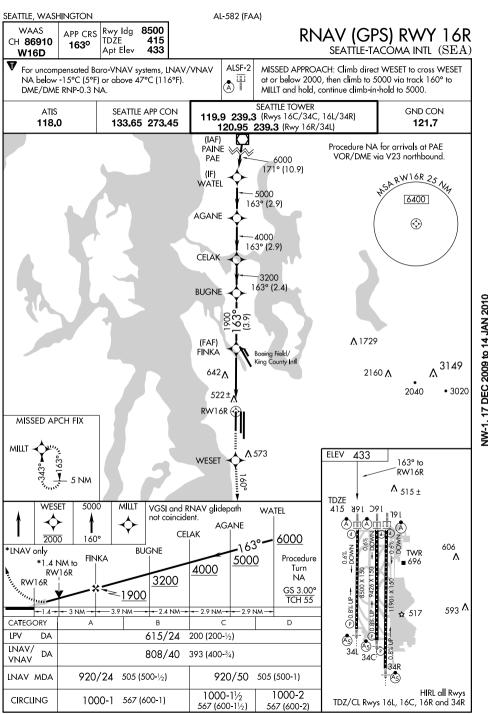
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

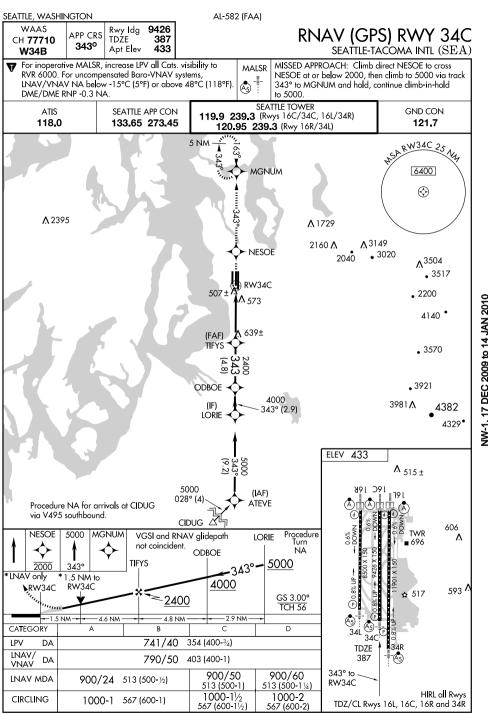
RECOMMENDTION:

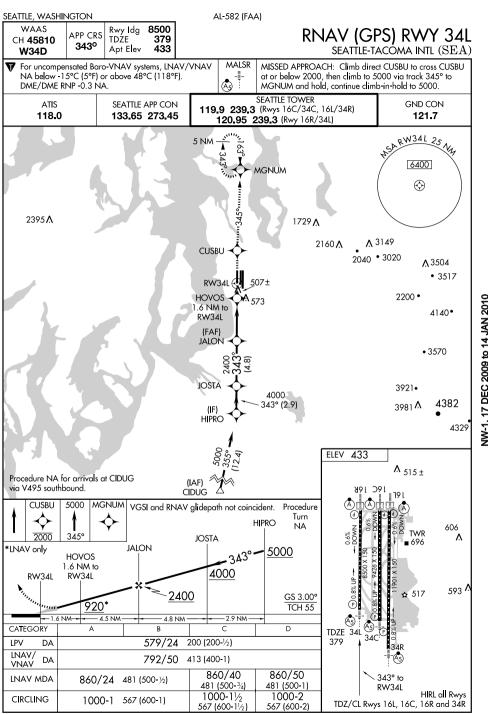
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

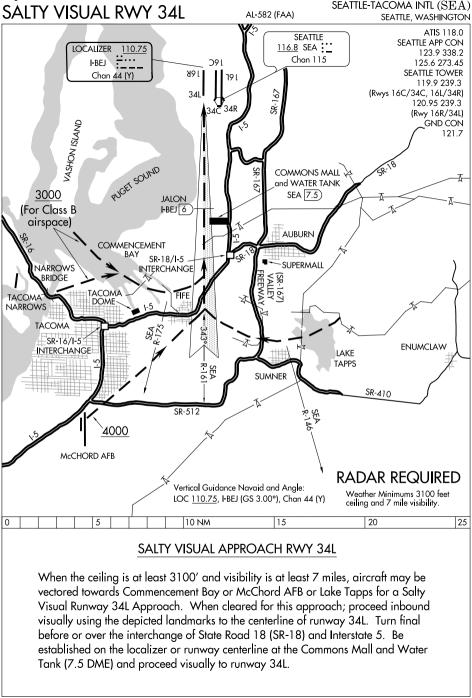




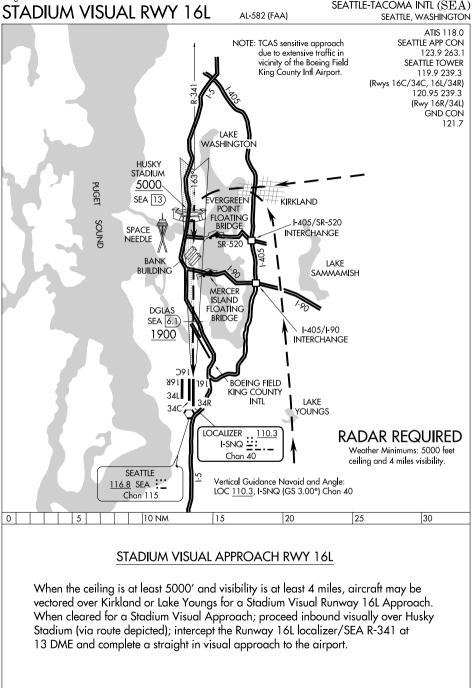






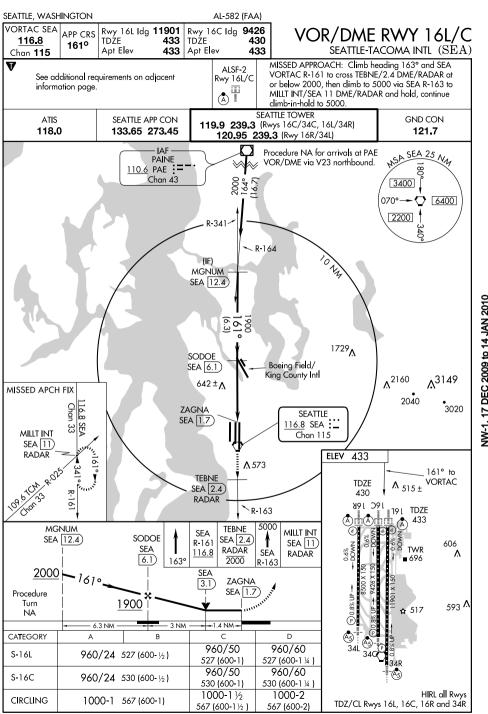


(SEATL4.SEATL) 09015 SEATTLE-TACOMA INTL (SEA)SEATTLE FOUR DEPARTURE SL-582 (FAA) SEATTLE, WASHINGTON VANCOUVER ATIS PRINCETON 115.9 YVR 118.0 WHATCOM 113.9 YDC **Ξ**:**Ξ**: SEATTLE DEP CON Chan 106 113.0 HUH ::∺ Chan 86 119.2 284.7 N49°04.64' N49°22.89′ Chan 77 W123°08.95' W120°22.42′ N48°56.72′ L-1, H-1 W122°34.76′ H-1 VICTORIA L-1, H-1 113.7 YYJ =:== Chan 84 PAINE N48°43.62' 110.6 PAE := W123°29.06' Chan 43 **EPHRATA** L-1. H-1 N47°55.19' 112.6 EPH : ... W122°16.67' Chan 73 L-1. H-1 N47°22.68′ TATOOSH W119°25.44′ 112.2 TOU ==-SEATTLE L-13. H-1 Chan 59 116.8 SEA N48°17 99′ Chan 115 W124°37.62′ N47°26.12' L-1, H-1 W122°18.58′ **ELLENSBURG** L-1. H-1 117.9 ELN :-- ·· Chan 126 HOQUIAM OLYMPIA 117.7 HQM **≝**≝• N47°01.46′ NW-1, 17 DEC 2009 to 14 JAN 2010 113.4 OLM ----Chan 124 R-161 **BATTLE GROUND** W120°27.51′ Chan 81 N46°56.82′ 116.6 BTG =::: L-13, H-1 W124°08.96′ N46°58.30′ Chan 113 W122°54.11′ L-1, H-1 N45°44.87' YAKIMA L-1, H-1 W122°35.49' 116.0 YKM =:= L-1, H-1 Chan 107 N46°34.22' NEWBERG W120°26.68' ASTORIA 117.4 UBG **∷∵:** L-13. H-1 114.0 AST :--Chan 121 Chan 87 N45°21.19′ TAKE-OFF MINIMUMS N46°09.70′ W122°58.69' Rwy 16L/C/R: Standard. W123°52.82' L-1, H-1 Rwy 34L/C/R: Standard. NOTE: RADAR required. L-1 NOTE: Between the hours of 2200 and 0600 local, large turbine powered aircraft departing runways 34L/C/R will be vectored over Puget Sound for noise abatement before proceeding on course. EUGENE TAKE-OFF OBSTACLE NOTES 112.9 EUG :--Rwy 16L: Trees beginning 2908' from DER, 1064' right of centerline, up to 100' AGL/476' MSL Chan 76 Rwy 16C: Trees beginning 4477' from DER, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of N44°07.25' centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, 587' right W123°13.37' of centerline, up to 100' AGL/468' MSL. L-1. H-1 Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL. NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION V TAKE-OFF RUNWAY 34L: Climb heading 349° and SEA R-341, thence. . . . TAKE-OFF RUNWAY 34C/R: Climb heading 344° and SEA R-341, thence. . . . TAKE-OFF RUNWAY 16L: Climb heading 164° and SEA R-161, thence. . . . TAKE-OFF RUNWAY 16C: Climb heading 162° and SEA R-161, thence. . . . TAKE-OFF RUNWAY 16R: Climb heading 157° and SEA R-161, thence. Maintain assigned altitude, expect radar vectors to assigned route.



(SUMMA7.SUMMA) 09015 SEATTLE-TACOMA INTL (SEA)SUMMA SEVEN DEPARTURE SL-582 (FAA) SEATTLE, WASHINGTON ATIS **NEZUG** PAINE 1180 N47°34.12' 110.6 PAE := SEATTLE DEP CON W122°18.58' Chan 43 119.2 284.7 4000 TAKE-OFF MINIMUMS Rwys 16L/C/R: Standard. Rwys 34L/C/R: Standard with minimum climb of 580' per NM to 4000 (ATC). SEATTLE TAKE-OFF OBSTACLE NOTES 116.8 SEA : · · Rwy 16L: Trees beginning 2908' from DER, 1064' right of Chan 115 center ine, up to 100' AGL/476' MSL. N47°26.12′ W122°18.58′ Rwy 16C: Trees beginning 4477' from DER, 484' right of center ine, up to 100' AGL/507' MSL. Rwy 16R: Trees, antenna on building and light pole beginning 488' from DER, 436' left of centerline, up to 100' AGL/507' MSL. Trees beginning 1137' from DER, **NEVJO** 587' right of centerline, up to 100' AGL/468' MSL. N47°15.13′ W122°18.58′ Rwy 34L: Fence 189' from DER, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from DER, 857' left of centerline, up to 100' AGL/522' MSL. R-100 BAKER CITY 115.3 BKE **Ξ**:∷ Chan 100 16 NM MEA GAP FL 240 **OLYMPIA** N44°50.44′ W117°48.47′. SUMMA ·100° 113.4 OLM ----N46°37.07 L-13, H-1 1206) W121°59.30' Chan 81 LAKEVIEW 112.0 LKV ≒ ∷ Chan 57 N42°29.57′ W120°30.43′ NOTE: RADAR and DME required. L-11, H-3 NOTE: Chart not to scale. DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 34L: Climb heading 346° and SEA R-341, thence. . . . TAKE-OFF RUNWAY 34C: Climb heading 343° and SEA R-341, thence. . . . TAKE-OFF RUNWAY 34R: Climb heading 342° and SEA R-341, thence. to cross NEZUG at or above 4000, then right turn heading 070° to cross the PAE R-139, then right turn heading 165° to intercept SEA R-146 to SUMMA INT, then via assigned transition. TAKE-OFF RUNWAYS 16L/C: Climb heading 163° and SEA R-161, thence. . . . TAKE-OFF RUNWAY 16R: Climb heading 161° and SEA R-161, thence. to NEVJO, then left turn heading 130° to intercept the SEA R-146 to SUMMA INT, then via assigned transition. BAKER CITY TRANSITION (SUMMA7.BKE): From over SUMMA INT via OLM R-100 and BKE R-283 to BKE VOR/DME. LAKEVIEW TRANSITION (SUMMA7.LKV): From over SUMMA INT via SEA R-146 and LKV R-327 to LKV VORTAC

NW-1, 17 DEC 2009 to 14 JAN 2010



ALERT NOTICE

ATTENTION ALL AIRCRAFT LANDING TO THE SOUTH:

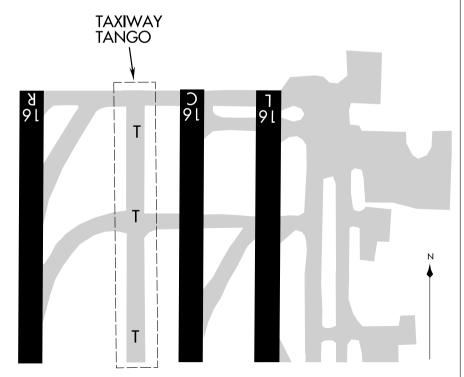
When transitioning from an instrument procedure to a visual approach to Runway 16C, verify you are aligned for the intended landing Runway, not Taxiway Tango. Taxiway Tango is west and parallel to Runway 16C.

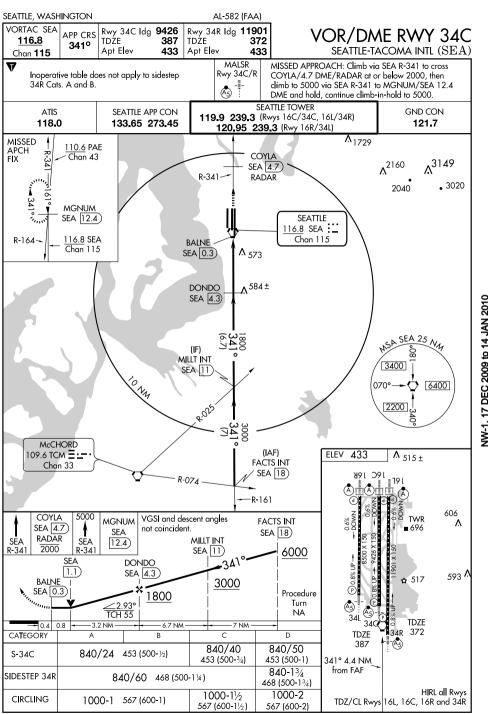
TRANSITION TO VISUAL:

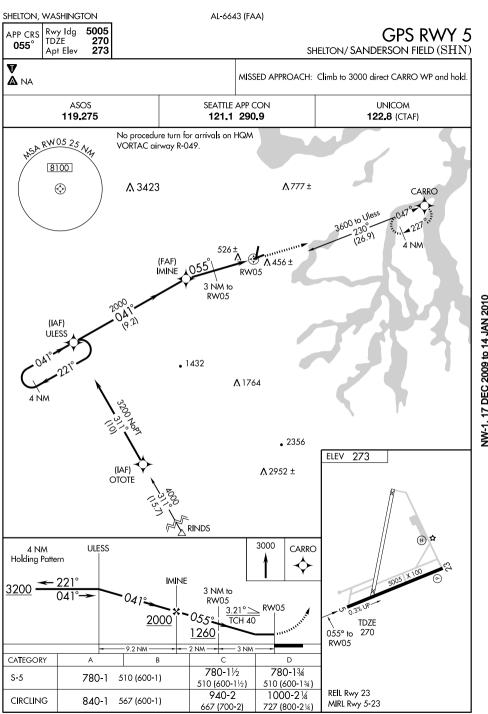
Taxiway Tango has been mistaken for Runway 16C from the air during certain visibility conditions, i.e., wet runway, low sun angle reflections. Aircrews are advised to be aware of the proximity of the taxiway to Runway 16C and its runway-like appearance while on approach.

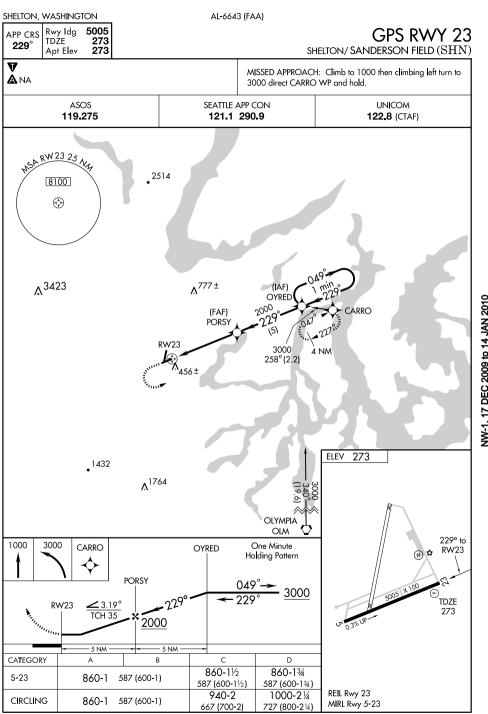
RECOMMENDTION:

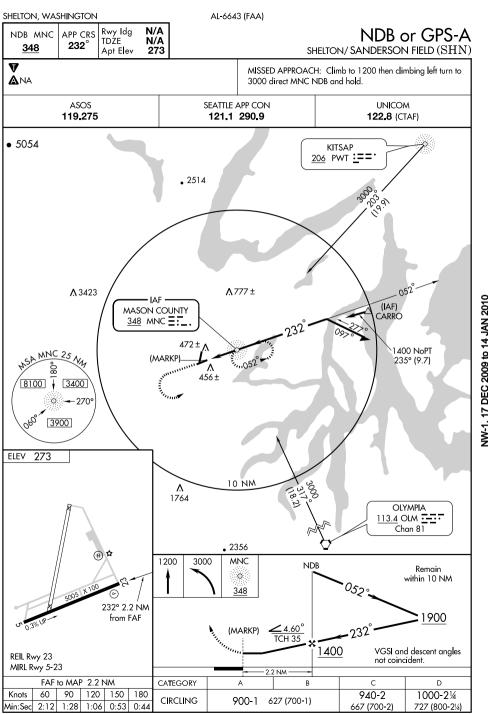
Aircrews should use visual cues, e.g., approach lighting systems, REILs, when available, to confirm alignment with Runway 16C not Taxiway Tango. Additionally, it is recommended when executing a segment of the ILS approach for a visual transition, track the localizer until the runway environment is visually verified.

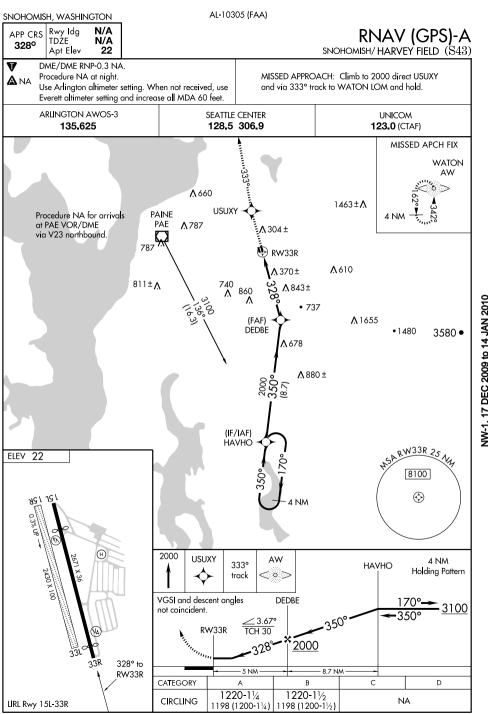


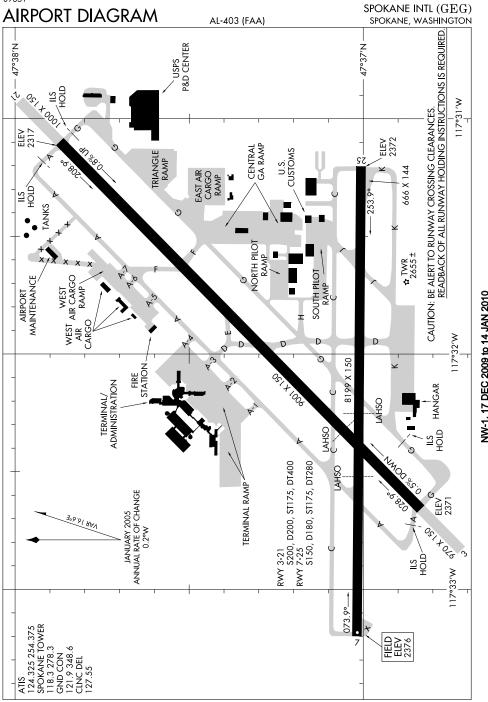


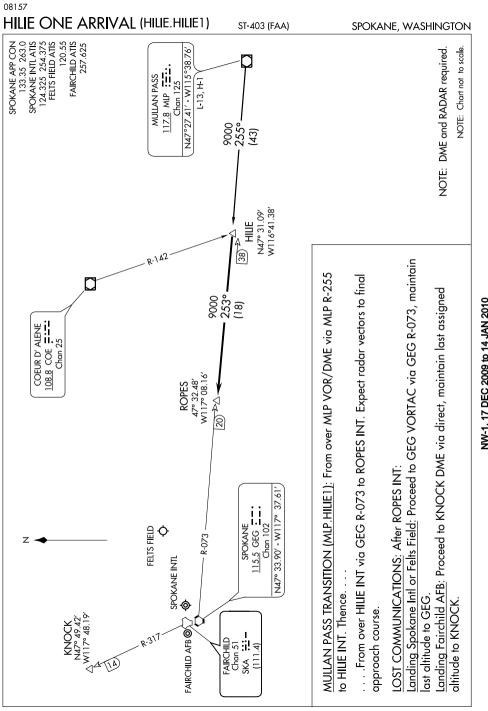


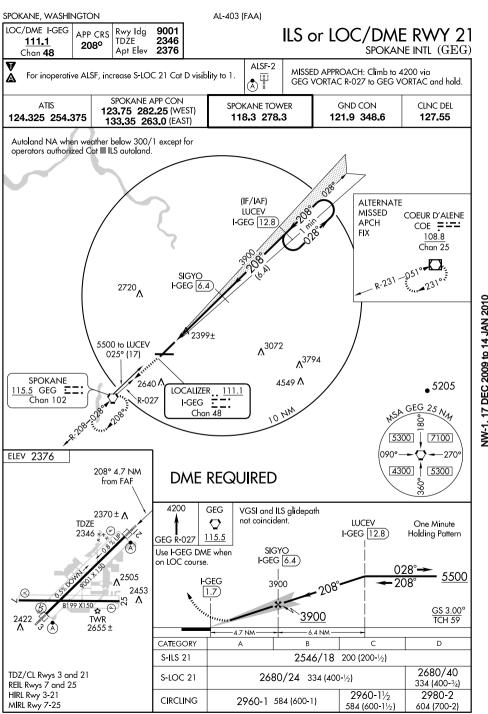


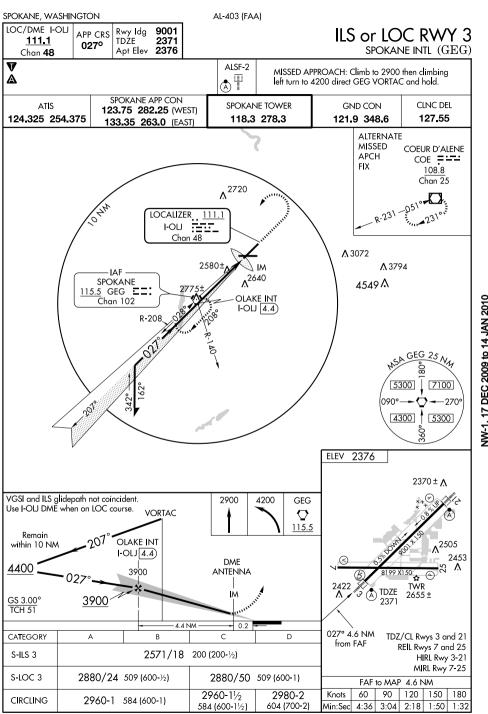


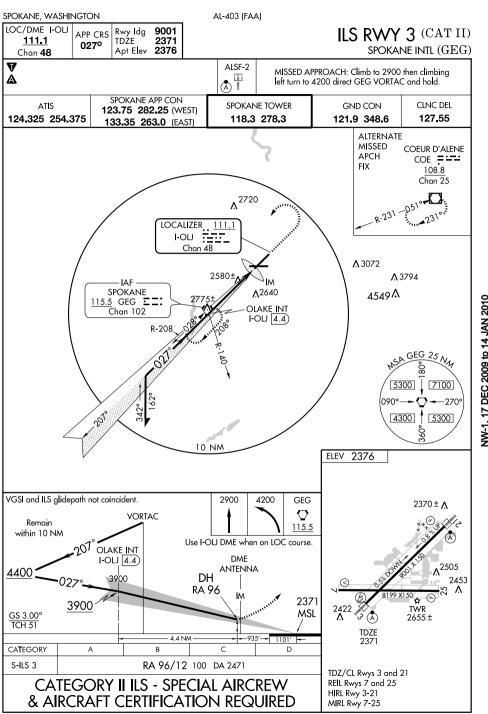


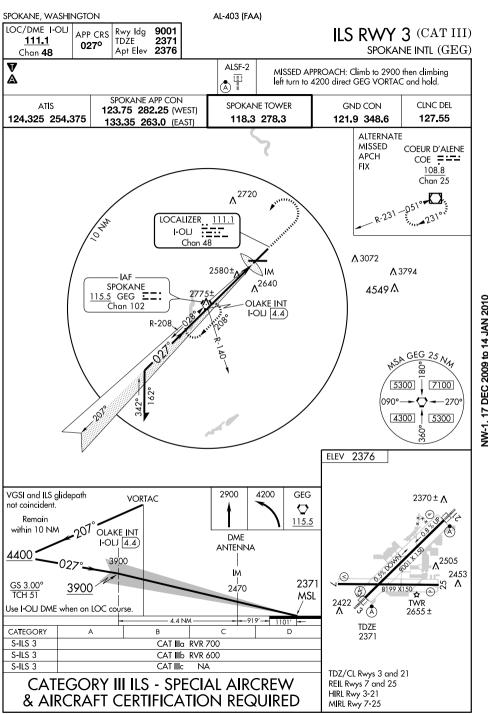


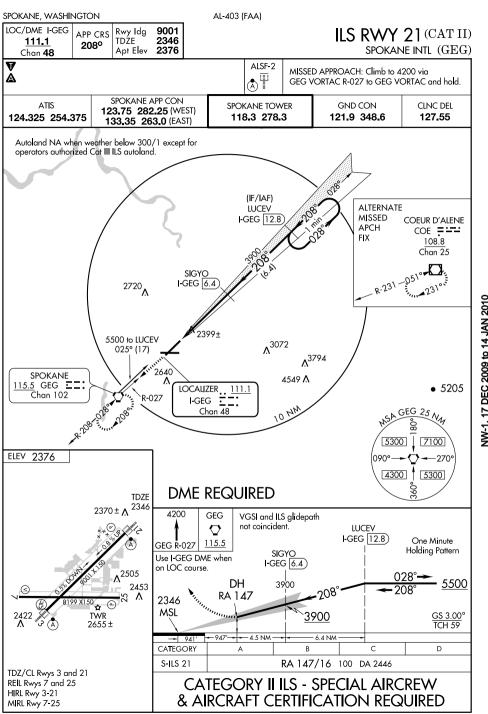


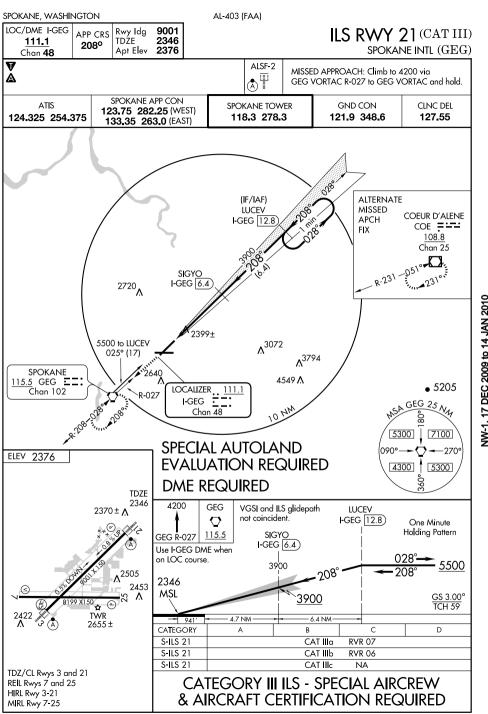


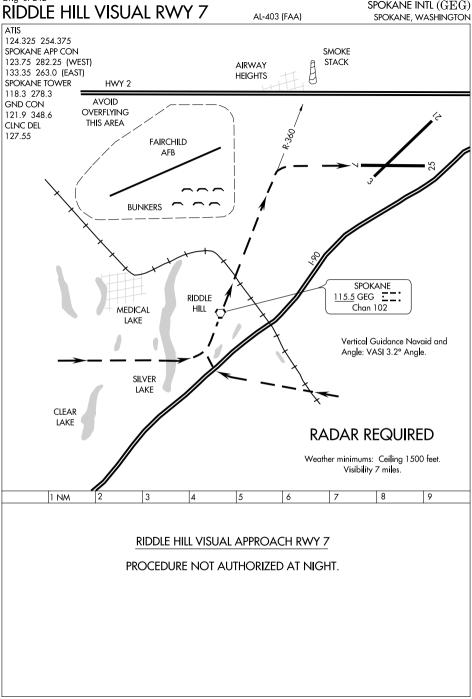


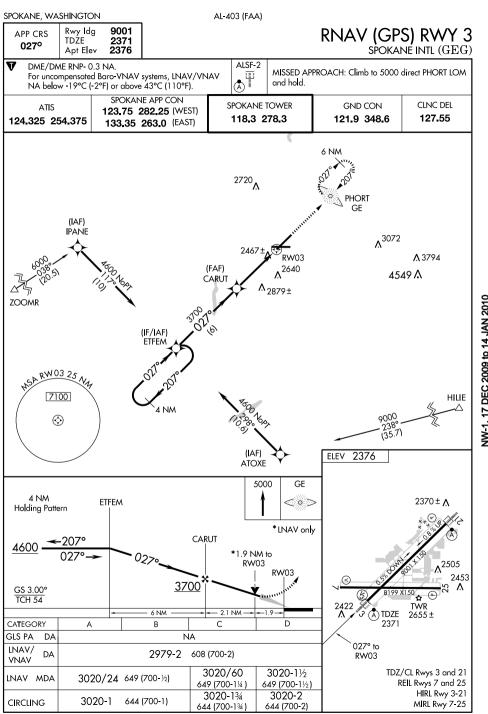


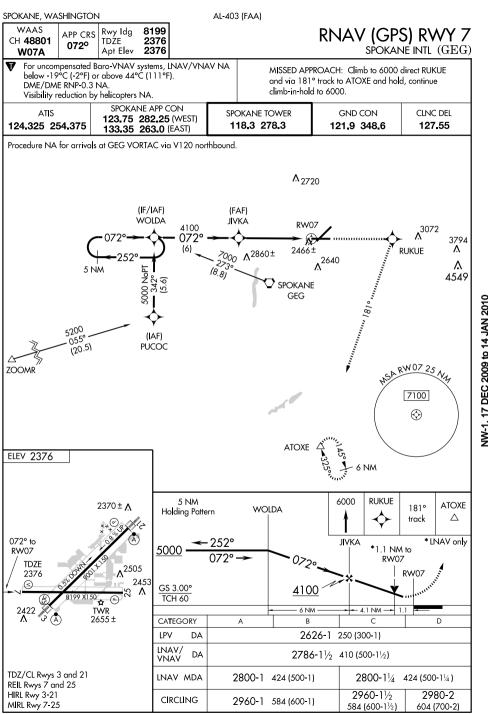


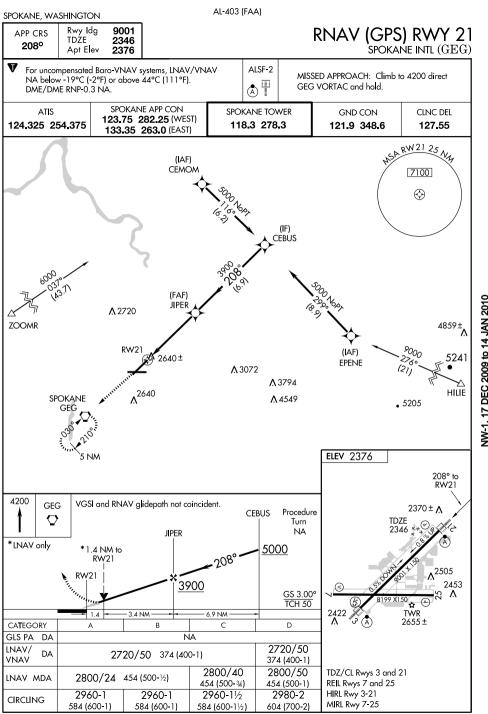


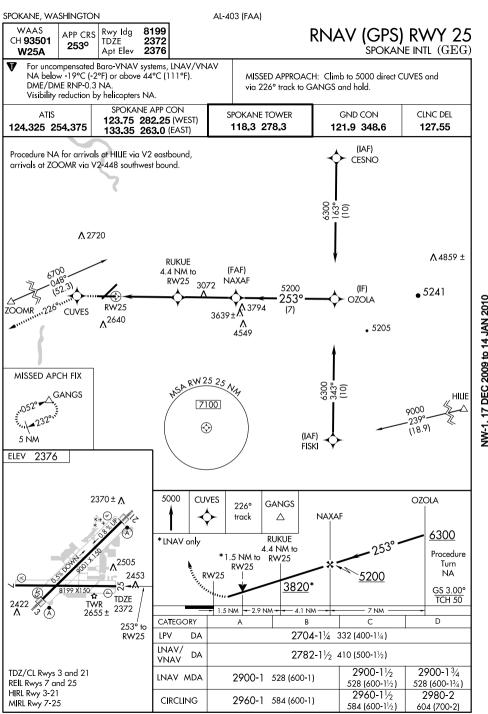


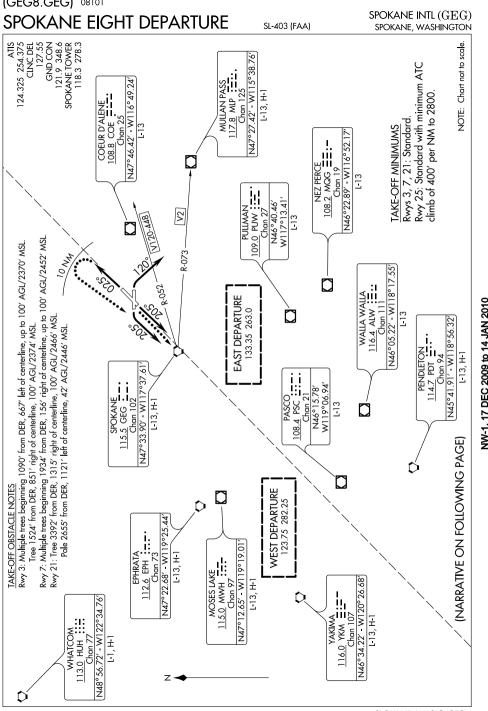






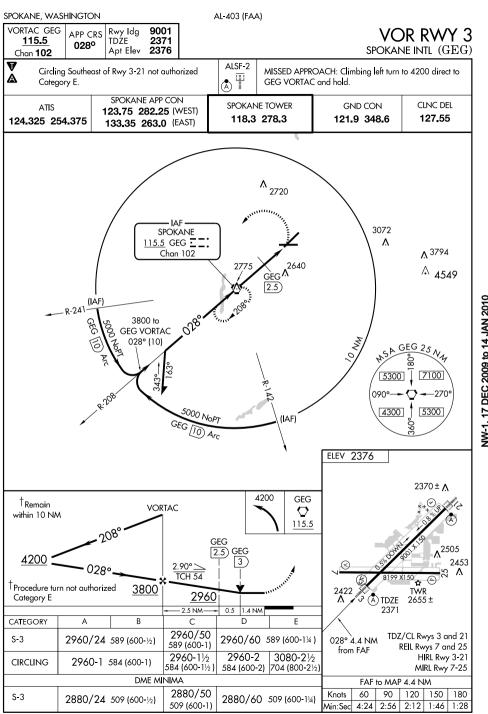


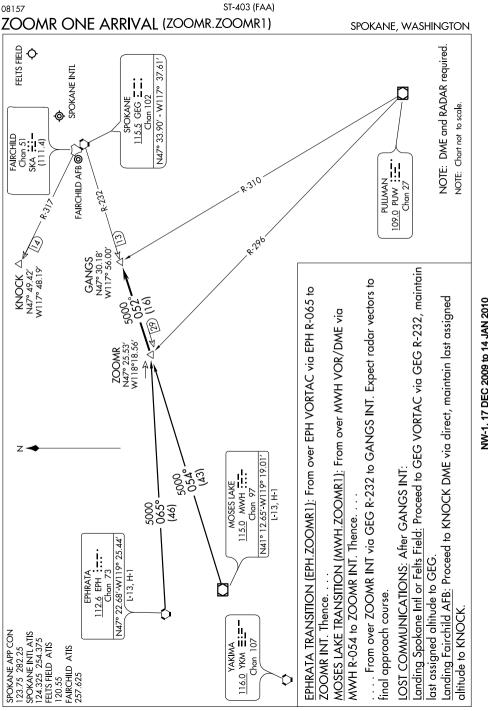


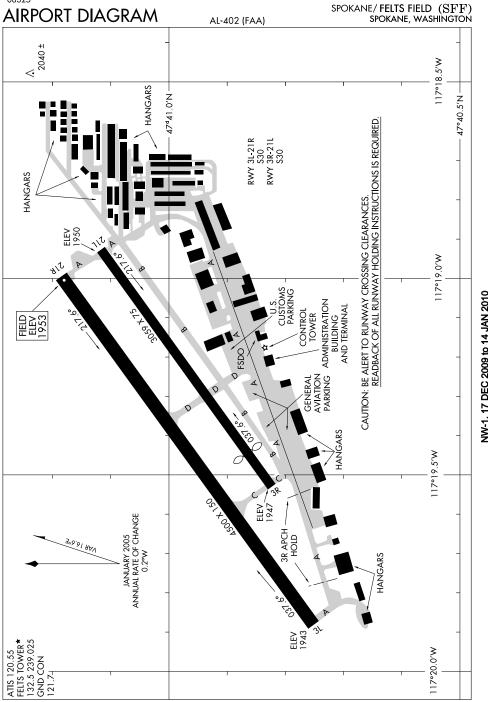


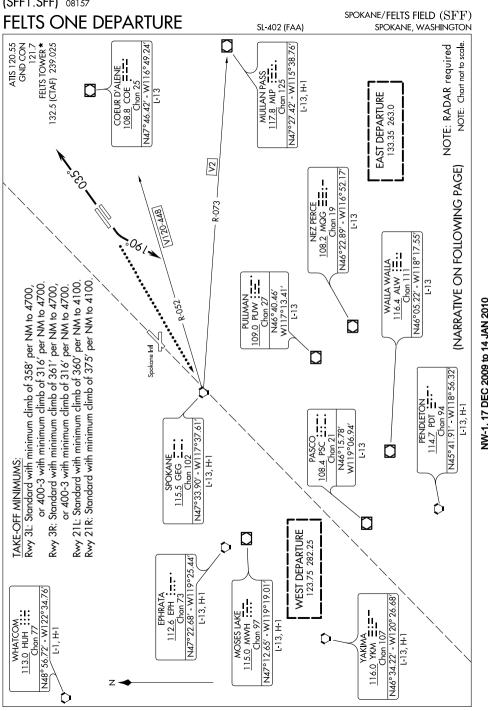
(GEG8.GEG) 08101 SPOKANE INTL (GEG) SPOKANE EIGHT DEPARTURE SL-403 (FAA) SPOKANE, WASHINGTON V DEPARTURE ROUTE DESCRIPTION TAKE-OFF RUNWAY 3: Turn left heading 025°, expect radar vectors to assigned airway/route. Thence.... TAKE-OFF RUNWAY 7: Turn right heading 120°, expect radar vectors to assigned airway/route. Thence.... TAKE-OFF RUNWAY 21: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence.... TAKE-OFF RUNWAY 25: Turn left heading 205°, expect radar vectors to assigned airway/route. Thence....maintain 12000' or assigned lower altitude, expect filed altitude/flight level 10 minutes after departure. LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 3900'; E-bound V2 4200'. Aircraft departing RWY 3, if not in contact with ATC within 10 NM after takeoff, turn left direct GEG VORTAC, cross GEG VORTAC at or above 4200', thence via assigned fix/route.

NW-1, 17 DEC 2009 to 14 JAN 2010









NW-1, 17 DEC 2009 to 14 JAN 2010

SPOKANE/FELTS FIELD (SFF)

V

(SFF1.SFF) 081*57*

DEPARTURE ROUTE DESCRIPTION

airway/route. Thence.... TAKE-OFF RUNWAY 21L/R: Turn left heading 190°, expect radar vectors to assigned airway/route. Thence....maintain 12000' or assigned lower altitude, expect filed altitude/flight level 10

TAKE-OFF RUNWAY 3L/R: Climb heading 035°, expect radar vectors to assigned

minutes after departure.

LOST COMMUNICATIONS: Climb direct GEG VORTAC before proceeding on course. Cross GEG VORTAC at or above: NE-bound V120-448 3900': E-bound V2 4200'.

TAKE-OFF OBSTACLE NOTES Rwy 3L: Multiple trees beginning 5000' from DER, 530' left of centerline, up to 100' AGL/2295' MSL.

Multiple trees beginning 1854' from DER, 773' right of centerline, up to 100' AGL/2037' MSL. Rwy 3R: Multiple trees beginning 5016' from DER, 1033' left of centerline, up to 100' AGL/2295' MSL.

Multiple trees beginning 1870' from DER, 271' right of centerline, up to 100' AGL/2037' MSL. Hangar 92' from DER, 341' right of centerline, 35' AGL/1967' MSL. NDB 925' from DER, 270' right of centerline, 10' AGL/1987' MSL. Rwy 21L: Multiple trees beginning 926' from DER, 184' left of centerline, up to 100' AGL/2006' MSL.

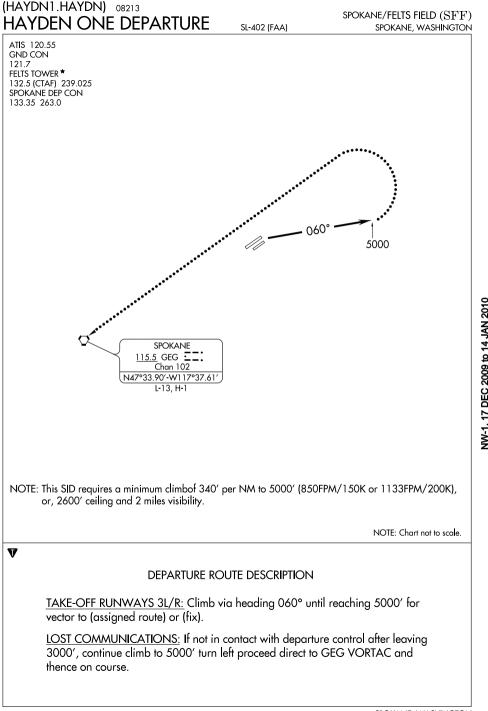
Multiple bldgs and OL on bldg 316' from DER, 110' left of centerline, up to 35' AGL/1992' MSL. Elevator 4080' from DER, 598' left of centerline, 50' AGL/2080' MSL.

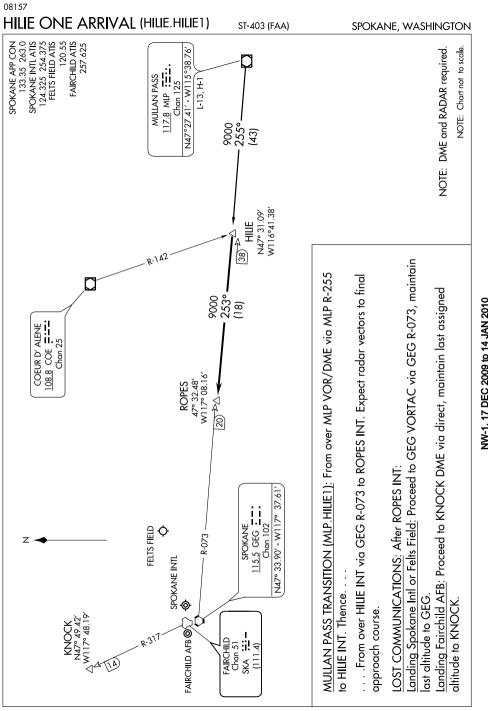
Rwy 21R: Multiple trees beginning 189' from DER, 404' right of centerline, up to 100' AGL/1979' MSL. Multiple OL on bldgs and hangars 204' from DER, 230' left of centerline, up to

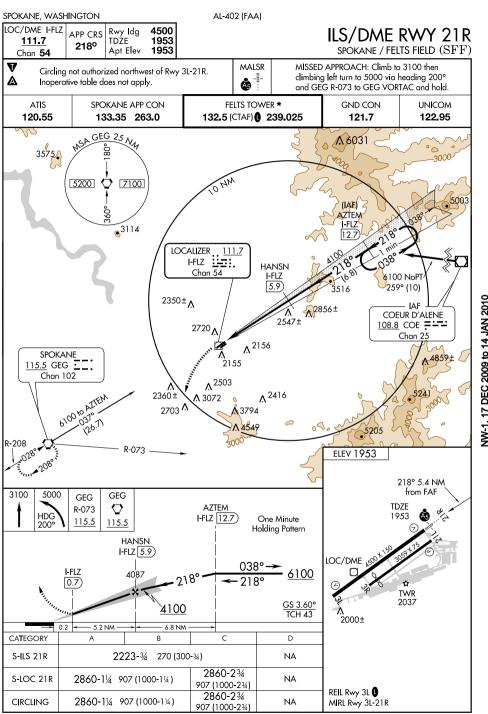
35' AGL/1973' MSL.

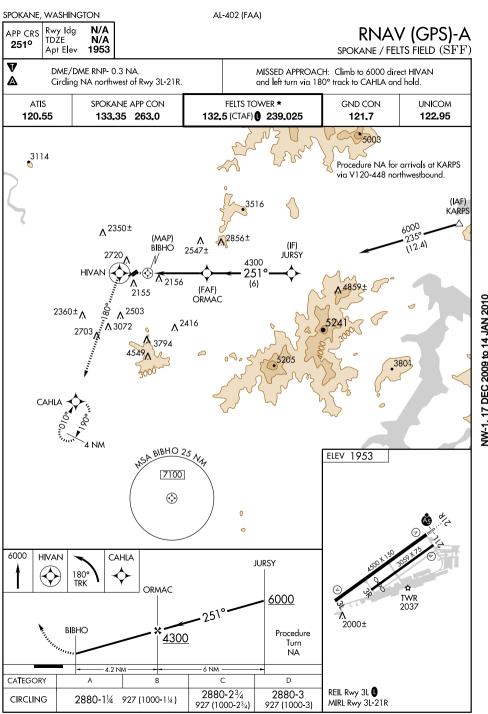
Elevator 2655' from DER, 1097' left of centerline, 50' AGL/2080' MSL. Multiple poles and OL on poles 659' from DER, 2' left of centerline, up to 42' AGL/1982' MSL.

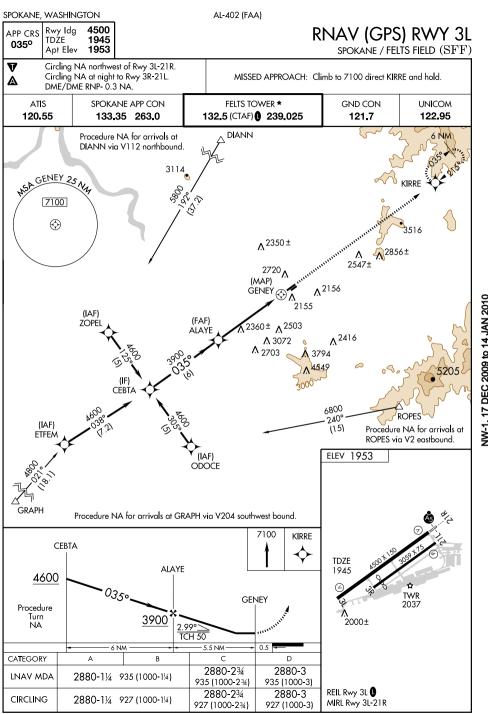
Multiple poles and OL on poles 1252' from DER, 13' right of centerline, up to 42' AGL/1982' MSL.

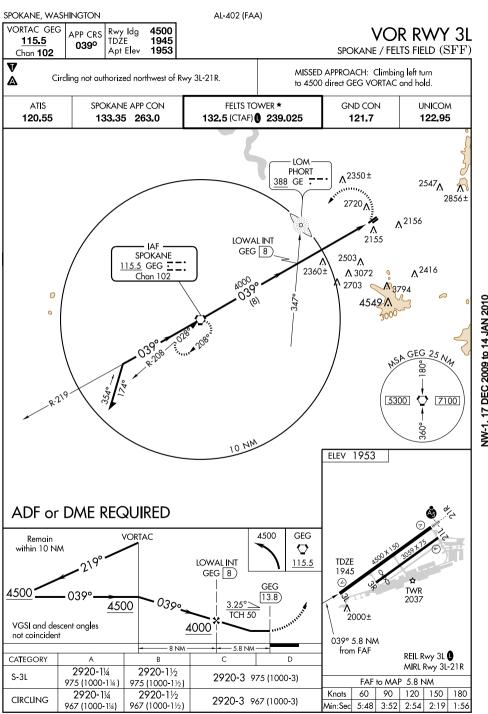


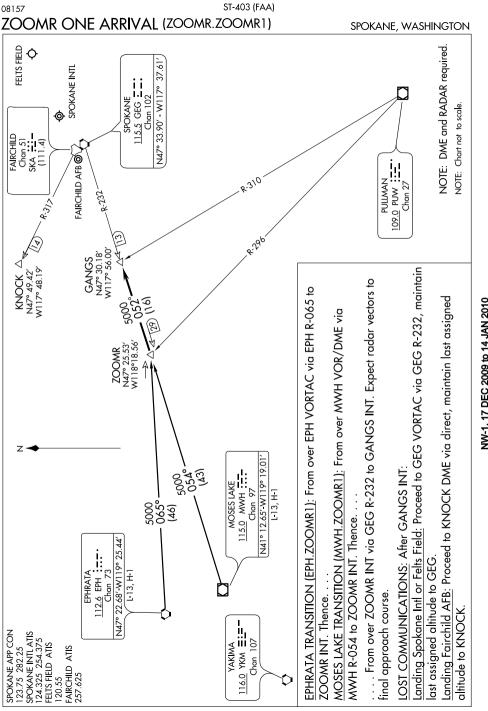


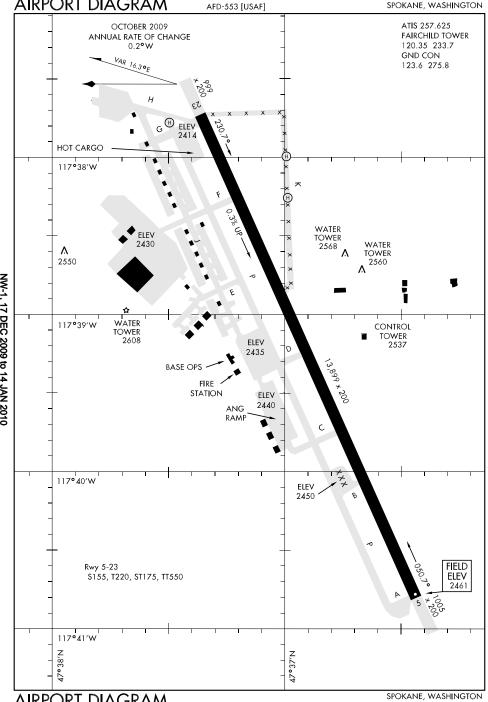


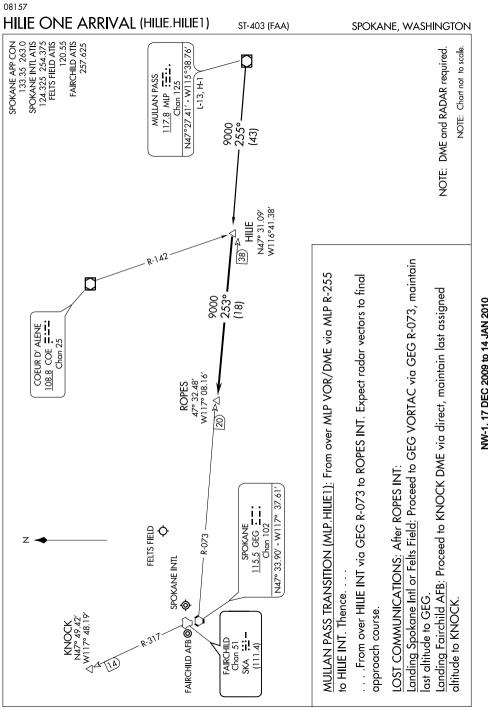


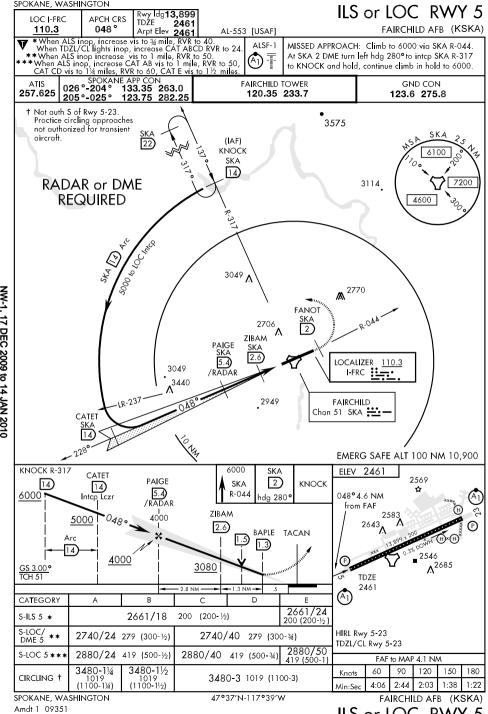


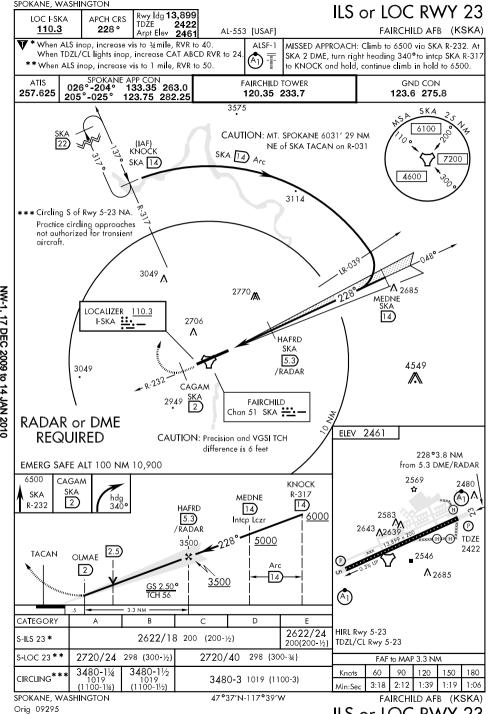


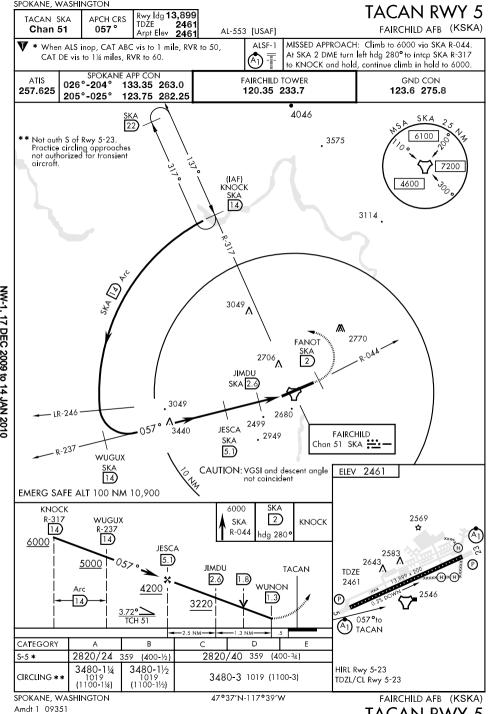


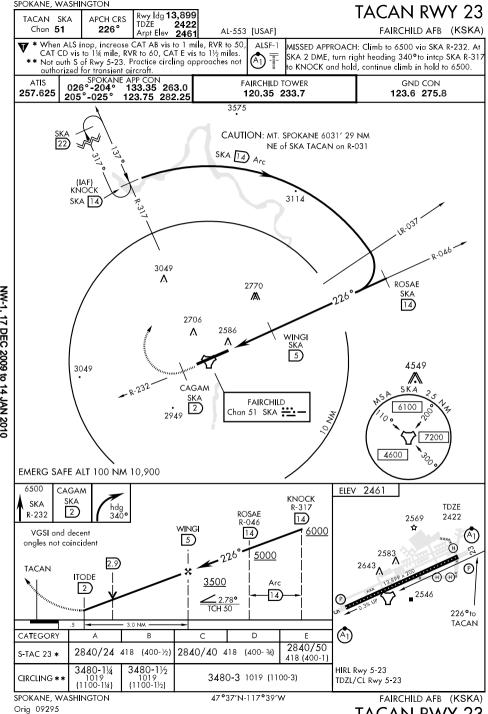


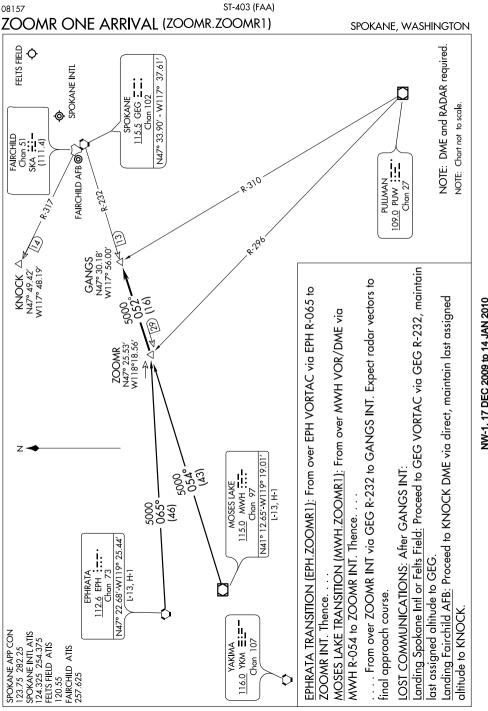


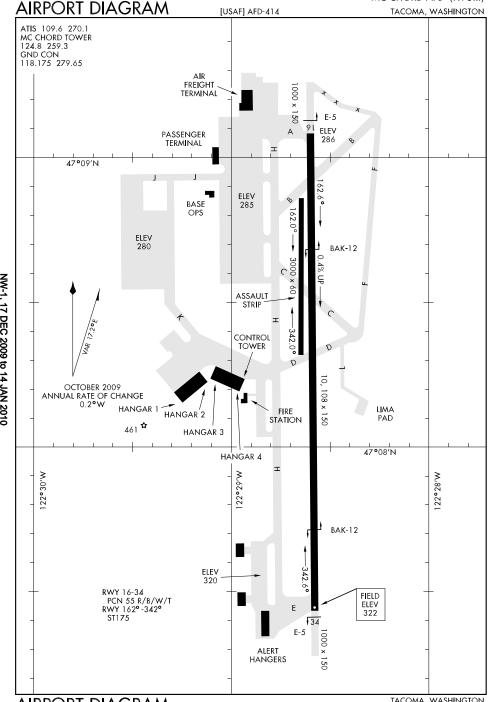


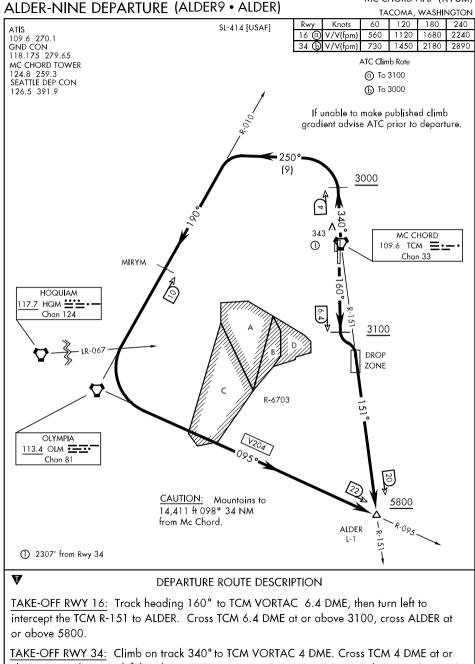












TAKE-OFF RWY 34: Climb on track 340° to TCM VORTAC 4 DME. Cross TCM 4 DME at or above 3000, then turn left heading 250° to intercept OLM VORTAC R-010/10 DME (MIRYM) to OLM VORTAC. Then via V204 (OLM R-095) to ALDER. Cross ALDER at or above 5800.

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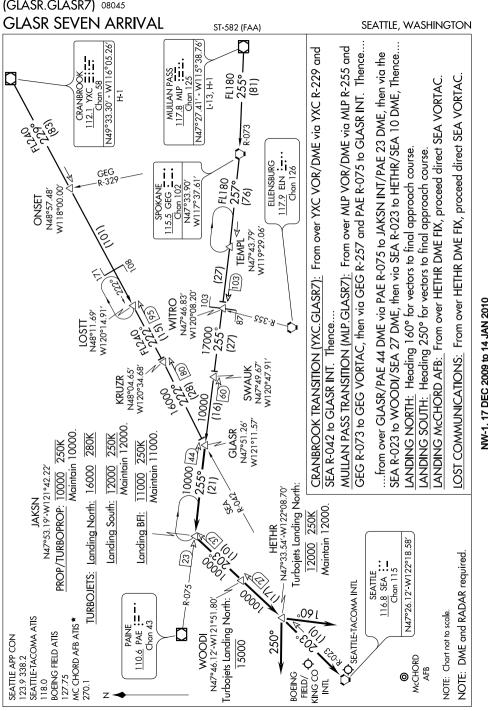
(ARRIE.ARRIE5) 03247 McCHORD AFB ARRIE FIVE ARRIVAL TACOMA, WASHINGTON ST-414 (FAA) SEATTLE APP CON 126.5 391.9 ATIS ★ 270.1 VICTORIA 113.7 YYJ ==== Chan 84 N48°43.62′ W123°29.06′ L-1. H-1 5000 9400 159° (51) ARRIE N47°52.79′ TATOOSH W123°28.55' 112.2 TOU ==-Chan 59 N48°17.99' W124°37.62' L-1, H-1 **SEATTLE** 116.8 SEA : <u>Chan 115</u> EMDEN -N47°25.88' - W123°11.38' NAVIGATIONAL PLANNING INFORMATION Expect clearance to cross at and maintain 10,000. **CUBIT** Z 25) 2000 N47°11.33′ WAKEN W122°45.71′ 080° N47°13.88′ (13)W123°03.83' ~ R-260 1€ McCHORD **OLYMPIA** 109.6 TCM **Ξ:_-**• 113.4 OLM .__. Chan 33 Chan 81 NOTE: DME and RADAR required. N47°08.86' W122°28.50' NOTE: Chart not to scale. TATOOSH TRANSITION (TOU.ARRIE5): From over TOU VORTAC via TOU R-096 to

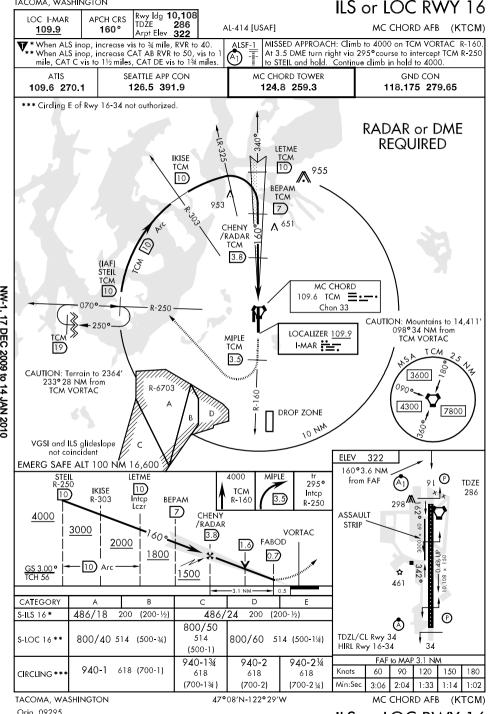
ARRIE DME Fix. Thence. . . . VICTORIA TRANSITION (YYJ.ARRIE5): From over YYJ VOR/DME via YYJ R-159 to ARRIE DME Fix. Thence. . . .

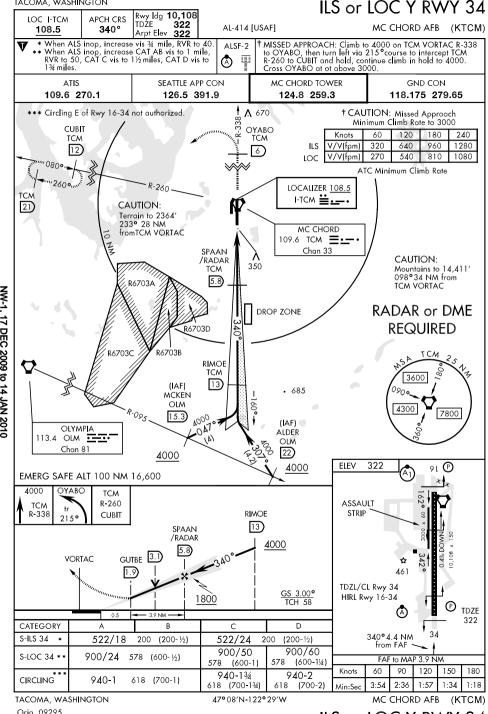
. . . . From over ARRIE DME Fix via OLM R-318 and TCM R-260 to CUBIT INT.

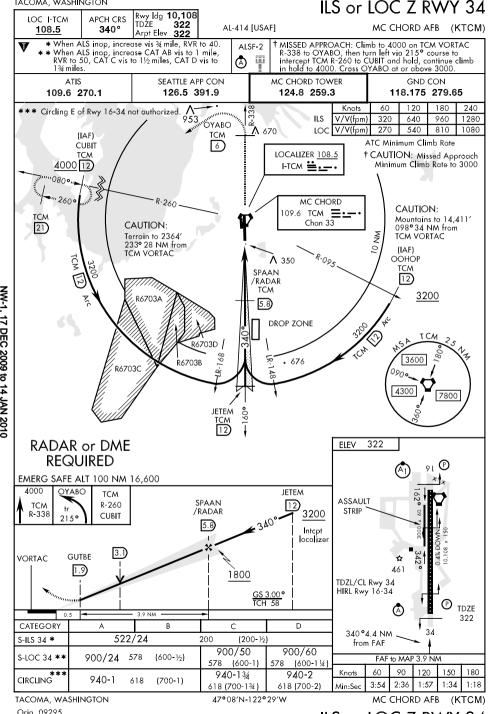
Expect radar vectors to final approach course.

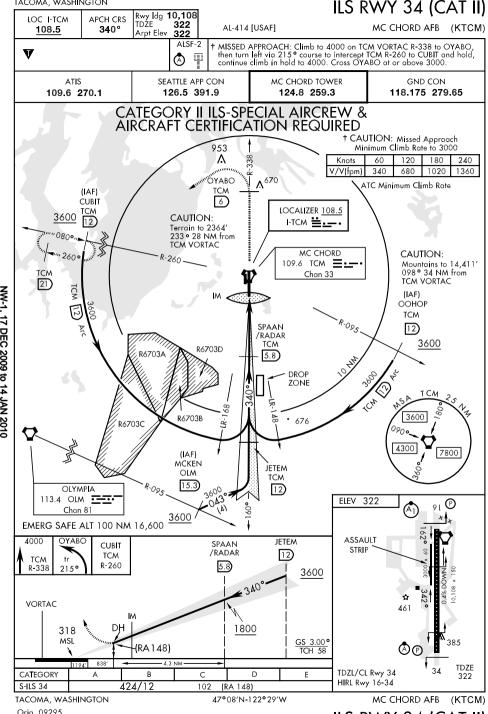
LOST COMMUNICATIONS: Proceed direct to TCM VORTAC.

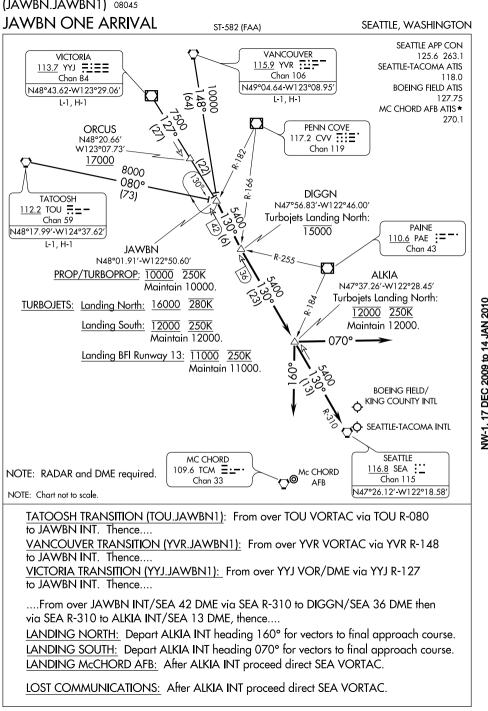


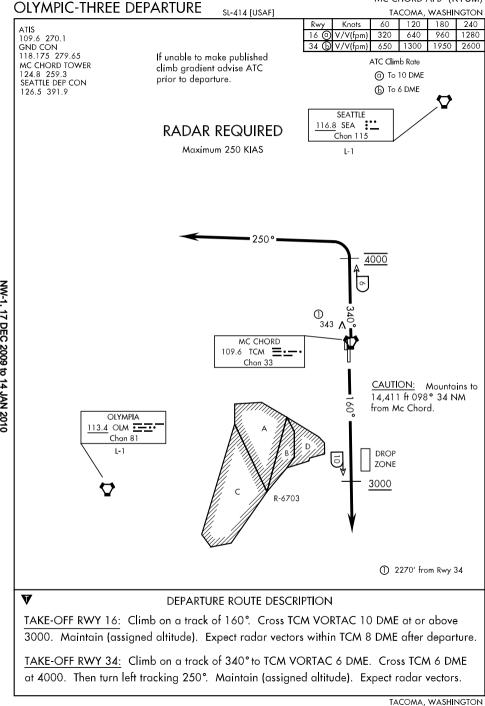


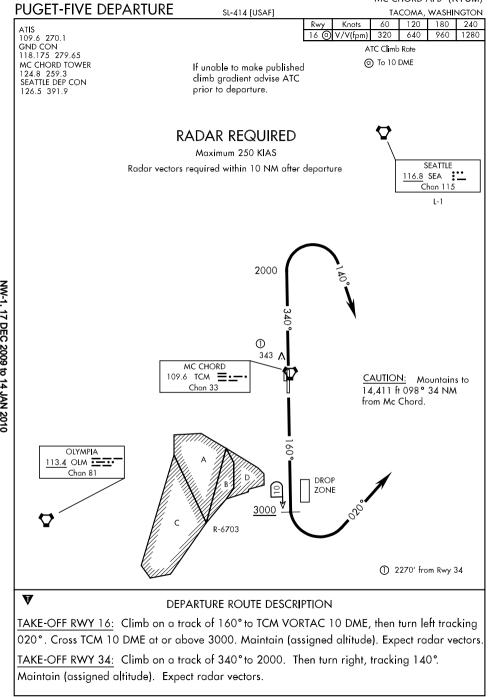


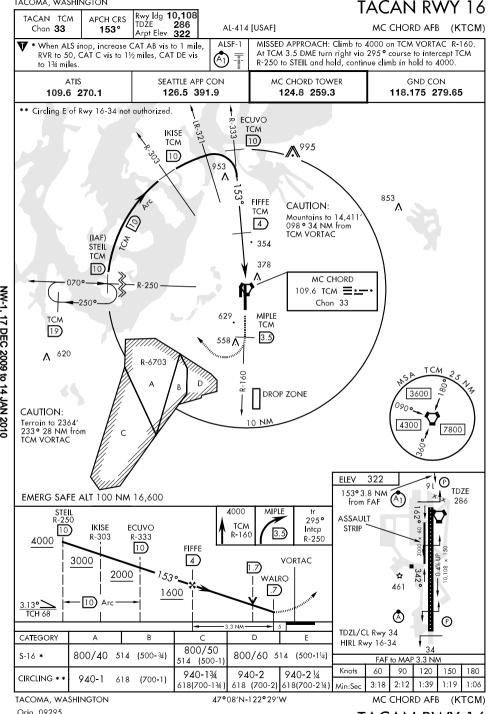






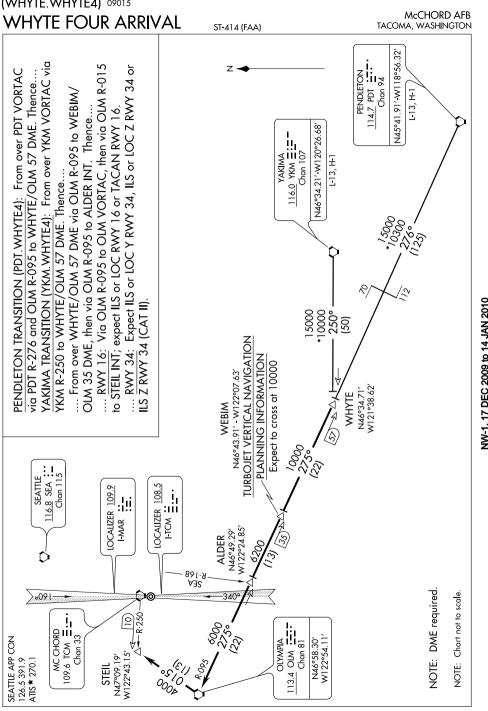


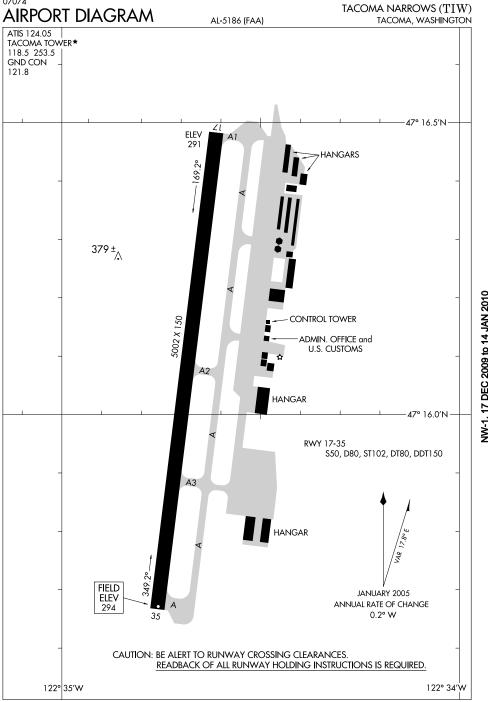


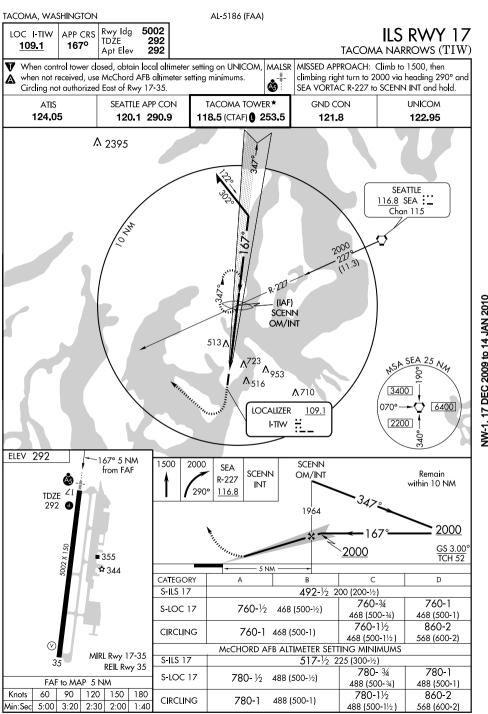


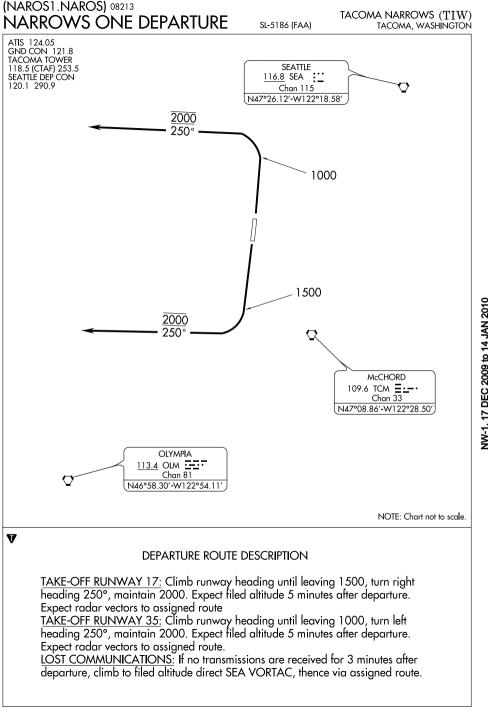
TACOMA, WASHINGTON TACAN RWY 34 Rwy Idg 10,108 TDZE 322 APCH CRS TACAN TCM Chan 33 AL-414 [USAF] MC CHORD AFB (KTCM) 338° Arpt Elev 322 ALSF-2 † MISSED APPROACH: Climb to 4000 on TCM VORTAC R-338 to 6 DME. Cross TCM 6 DME at or above 3000, then turn left via 215° course to intercept 1CM R-260 to CUBIT and hold. Continue climb in hold to 4000 ▼ * When ALS inop, increase CAT AB vis to 1 mile, RVR to 50, CAT C vis to 11/2 miles. CAT D vis to 134 miles. ATIS SEATTLE APP CON MC CHORD TOWER GND CON 109.6 270.1 126.5 391.9 124.8 259.3 118.175 279.65 Knots 60 120 180 240 * * Circling E of Rwy 16-34 not authorized. V/V(fpm) 270 540 810 1080 953 **^** 670 ATC Minimum Climb Rate (IAF) 6 CUBIT † CAUTION: Missed Approach OYABO TCM MC CHORD Minimum Climb Rate to 3000 TCM 3500 12 109.6 TCM =--Chan 33 0800, ···260° CAUTION: R-260 Mountains to 14,411 098 ° 34 NM from 21 TCM VORTAC (IAF) ООНОР TCM 3500 12) **FEGAK** TCM 3500 R6703D 6 R6703A DROP CAUTION: ZONE Terrain to 2364' 233° 28 NM from TCM VORTAC T CM R6703B • 675 R6703C 3600 12) (IAF) MCKEN CEVET 4300 7800 OLM TCM R-095 3500 رغآ° 15.3 **OLYMPIA** 113.4 OLM •--• Chan 81 **ELEV** 322 91 P (A_1) EMERG SAFE ALT 100 NM 16,600 ASSAULT 4000 OYABO CEVET 215° STRIP **TCM** TCM **FEGAK** 12) R-338 6 R-260 6 3500 VORTAC 461 **EDEBE** 1900 TDZL/CL Rwy 34 HIRL Rwy 16-34 (P) ⊆3.13° TCH 60 TDZE 4.1 NM 322 34 338°4.6 NM CATEGORY В C from FAF 900/50 900/60 900/24 S-34 * 578 (600-1/2) FAF to MAP 4.1 NM 578 (600-1) 578 (600-11/4) 60 120 150 180 Knots 940-2 940-13/ CIRCLING * * 940 - 1618 (700-1)4:06 2:44 2:03 1:38 1:22 618 (700-2)618 (700 - 134)Min:Sec 47°08'N-122°29'W (KTCM) TACOMA, WASHINGTON MC CHORD AFB

NW-1, 17 DEC 2009 to 14 JAN 2010



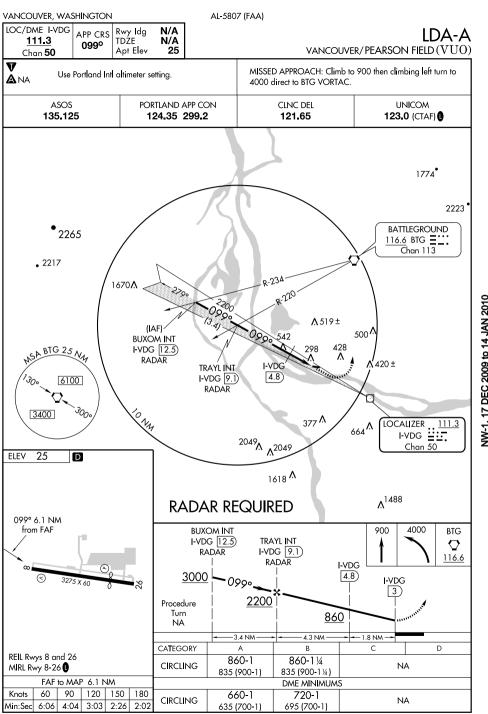


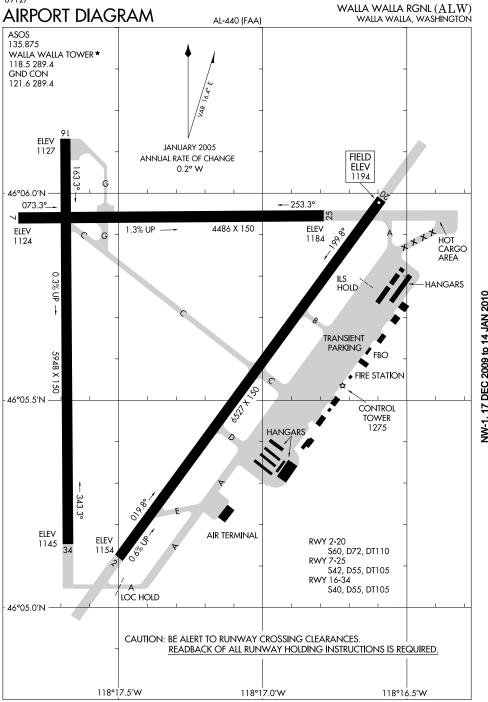


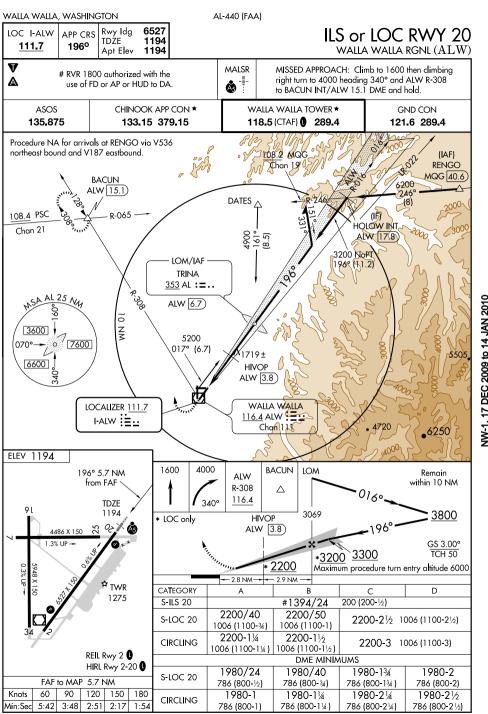


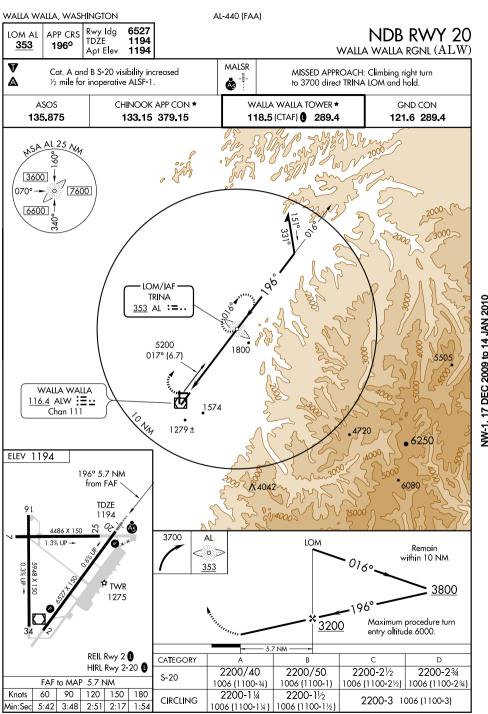
NW-1, 17 DEC 2009 to 14, IAN 2010

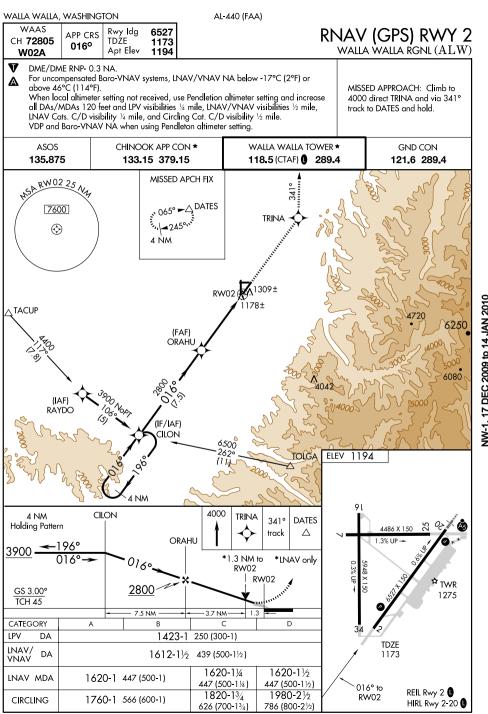
VW-1 17 DEC 2009 to 14 JAN 2010

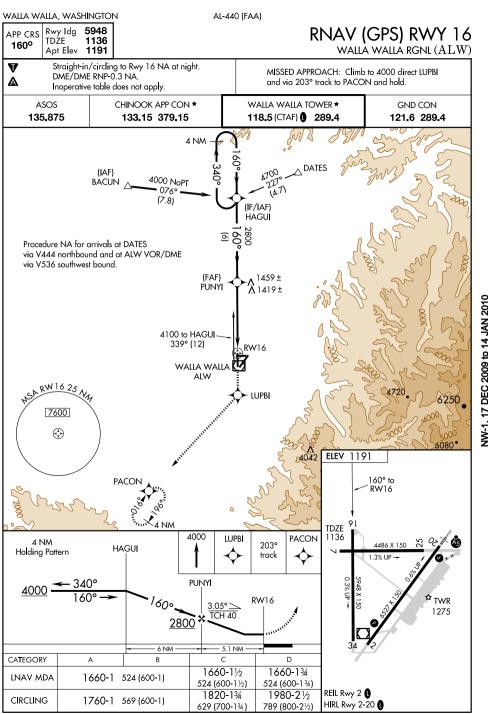


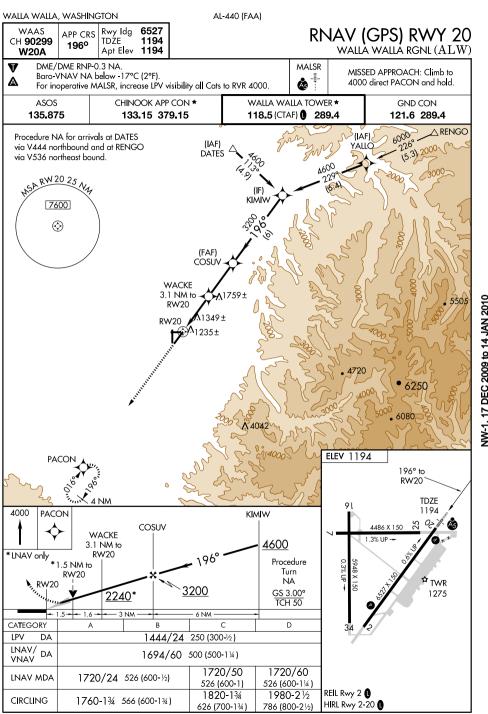


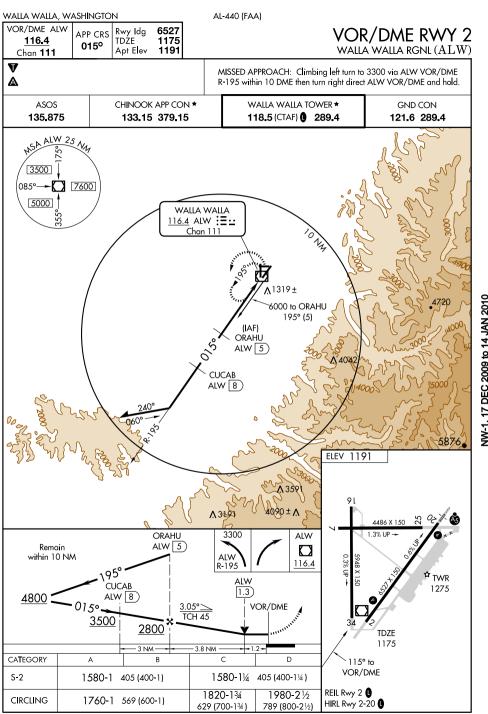


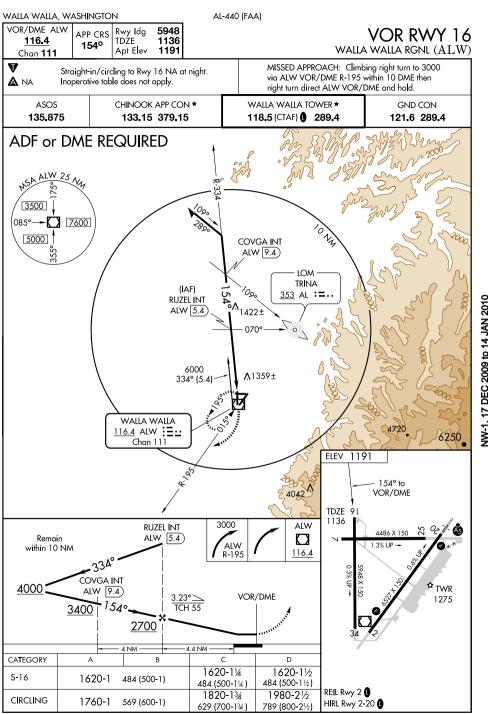












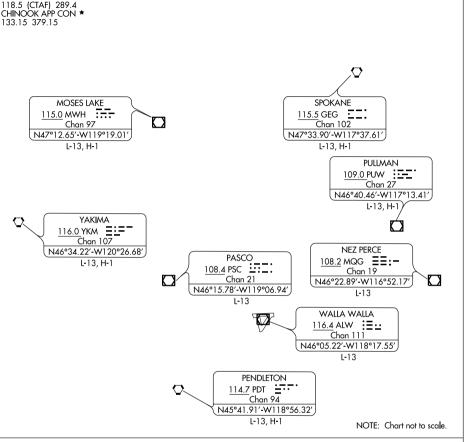
(WALLA I .WALLA) 09127

V

WALLA WALLA RGNL (ALW) WALLA WALLA, WASHINGTON

WALLA WALLA ONF DEPARTURE SL-440 (FAA)

WALLA WALLA GND CON 121.6 289.4
WALLA WALLA TOWER *

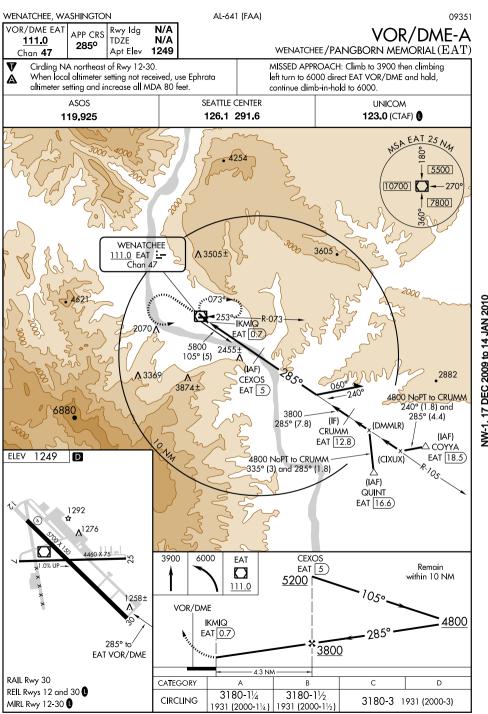


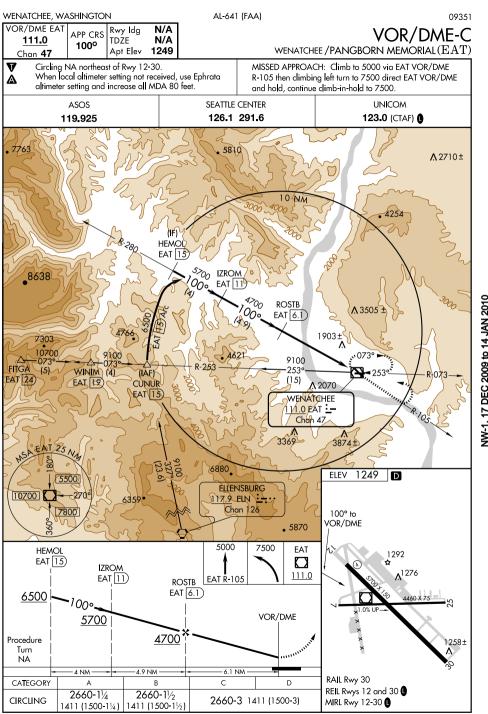
DEPARTURE ROUTE DESCRIPTION

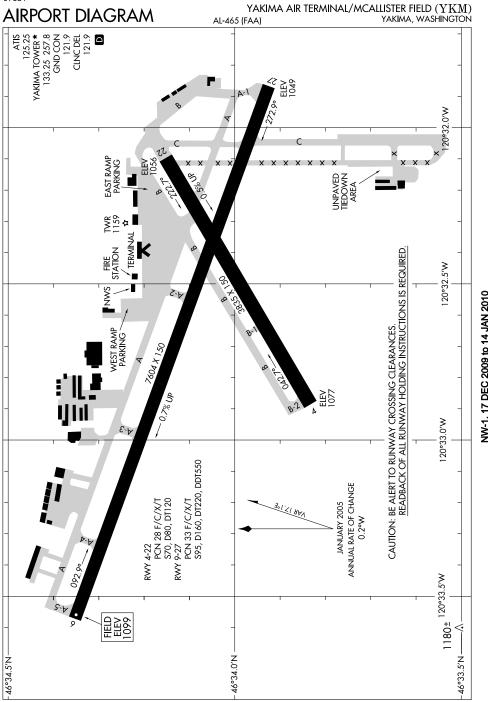
TAKE-OFF ALL RUNWAYS: Climb via specified turn and heading for vector to assigned route.

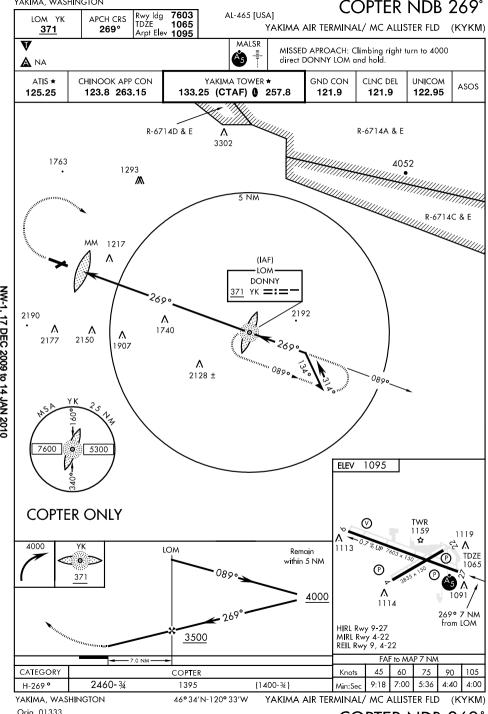
LOST COMMUNICATIONS: If not in contact with Departure Control after reaching 2500' continue climb to assigned altitude and proceed direct to ALW VOR/DME, thence via assigned route.

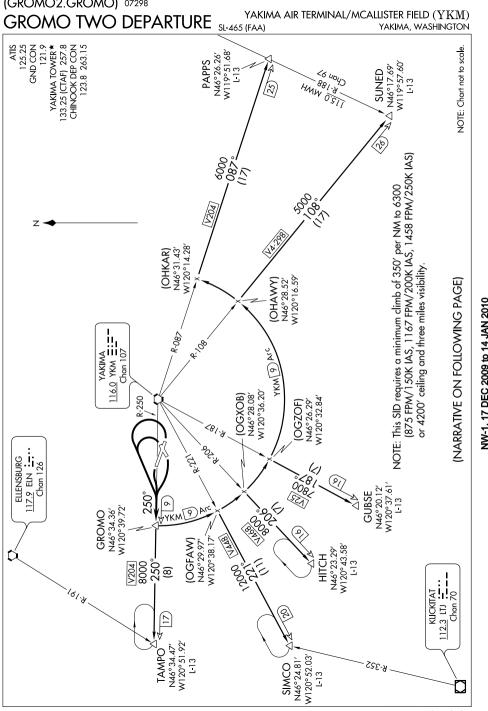
Note: Air Traffic Control may assign turns and magnetic headings of 195° clockwise through 020° in the initial clearance.











(GROMO2.GROMO) 04218 YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM) GROMO TWO DEPARTURE SL-465 (FAA) YAKIMA, WASHINGTON V DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 4, 9: Turn left, thence....

TAKE-OFF RUNWAY 22: Turn right, thence....

TAKE-OFF RUNWAY 27: Climb runway heading, thence....

....Intercept and proceed via YKM R-250 to the GROMO DME Fix (YKM R-250/9). thence via (assigned transition).

GUBSE TRANSITION (GROMO2.GUBSE): From over GROMO DME Fix via 9 DME Arc and V25 to GUBSE DME Fix.

HITCH TRANSITION (GROMO2.HITCH): From over GROMO DME Fix via 9 DME Arc

and V468 to HITCH DME Fix. NOTE: Climb in holding pattern NE of HITCH DME Fix. right turns, 206° inbound to 8000 feet before proceeding on course.

PAPPS TRANSITION (GROMO2.PAPPS): From over GROMO DME Fix via 9 DME Arc and V204 to PAPPS INT. SIMCO TRANSITION (GROMO2.SIMCO): From over GROMO DME Fix via 9 DME Arc

and V448 to SIMCO INT. NOTE: Climb in holding pattern NE of SIMCO INT, right turns.

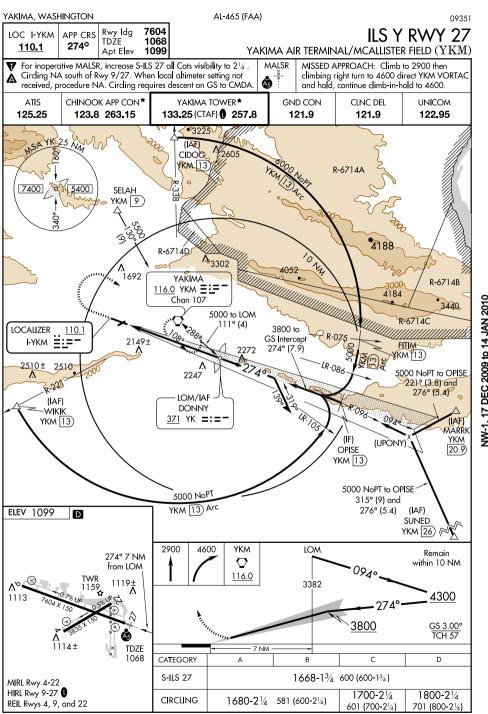
221° inbound to 12000 feet before proceeding on course.

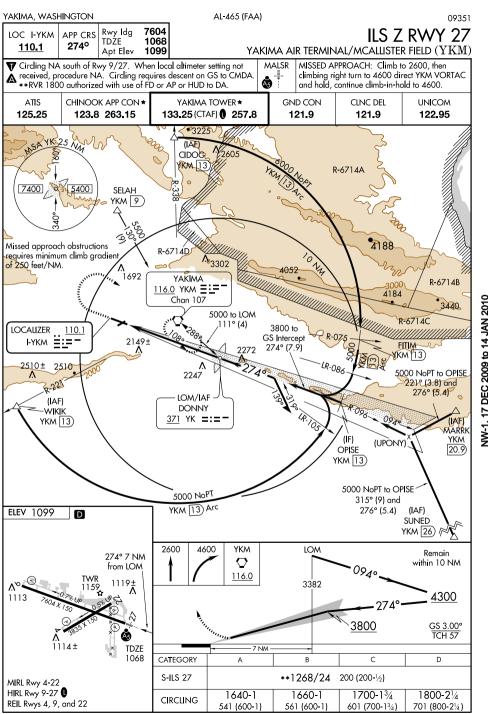
SUNED TRANSITION (GROMO2.SUNED): From over GROMO DME Fix via 9 DME Arc and V4 to SUNED INT.

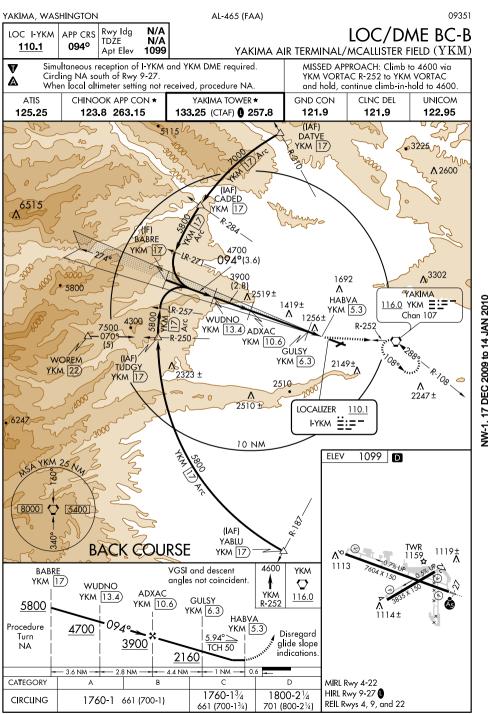
TAMPO TRANSITION (GROMO2.TAMPO): From over GROMO DME Fix via V204 to

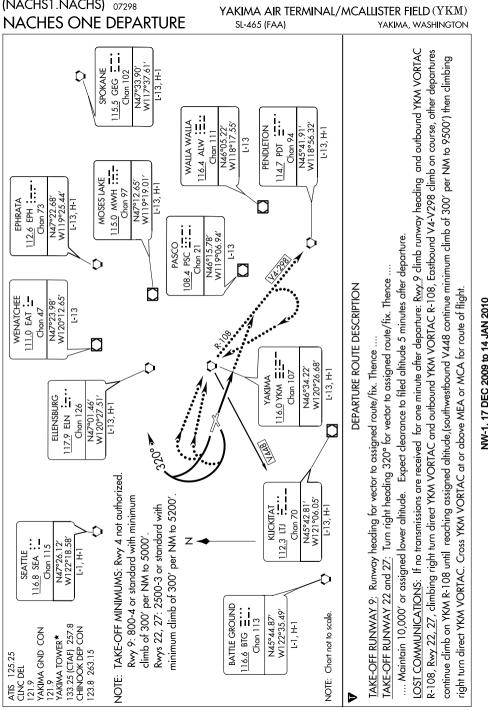
NW-1, 17 DEC 2009 to 14 JAN 2010

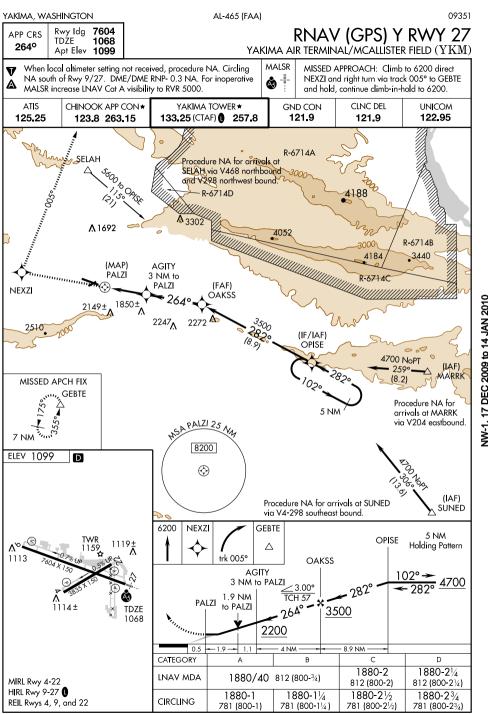
TAMPO INT. NOTE: Climb in holding pattern east of TAMPO INT, right turns, 250° inbound to 8000' before proceeding on course.

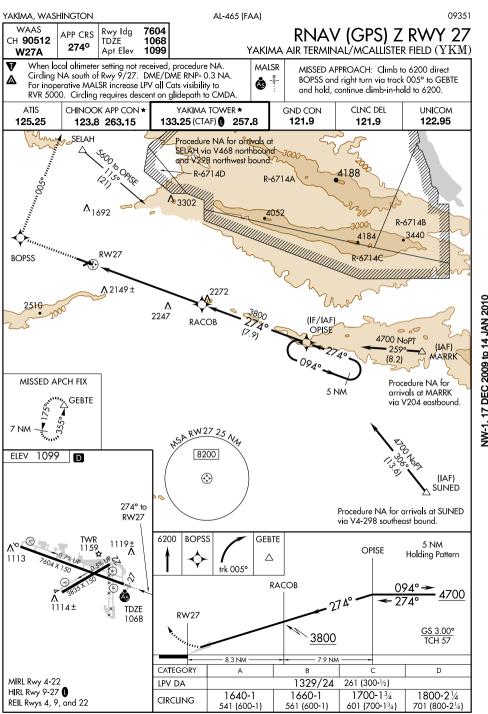


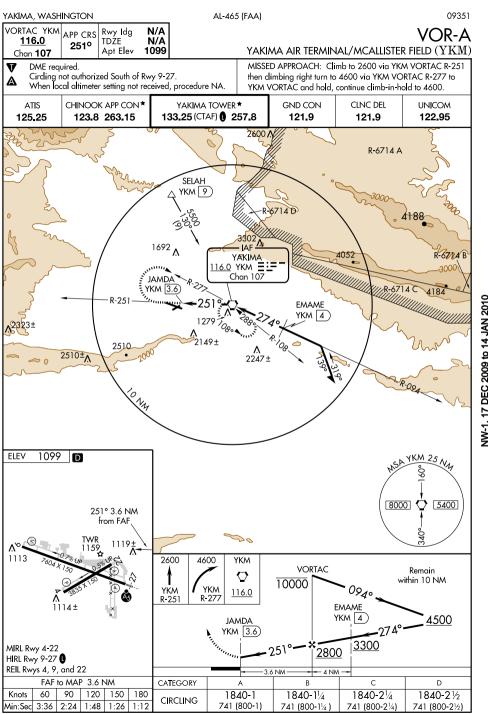


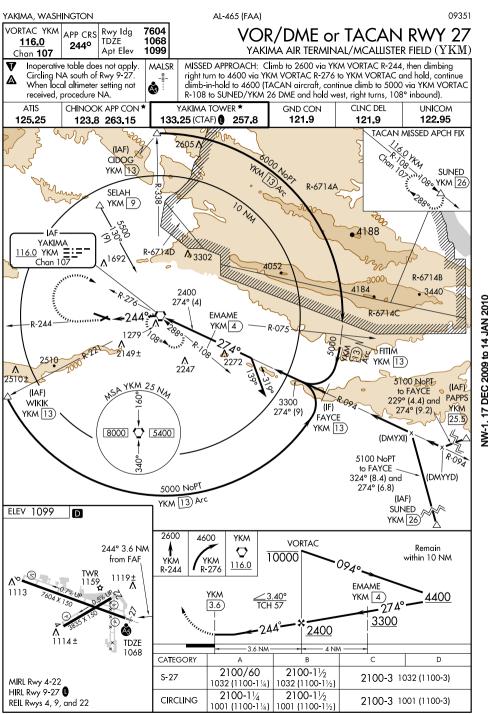


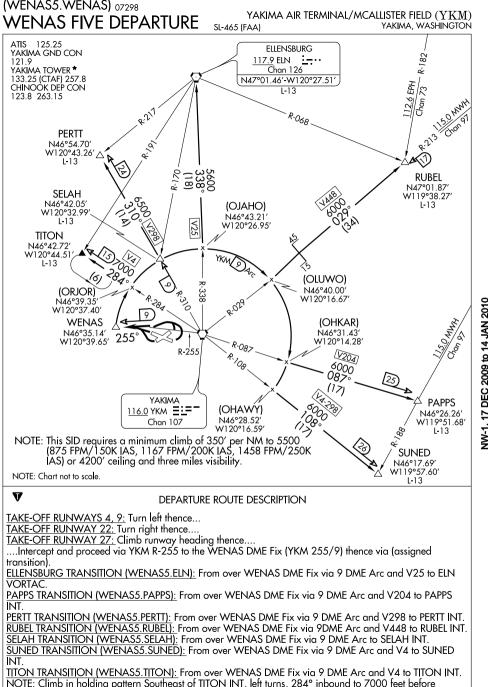












proceeding on course.

(YKM5.YKM) 03135 YAKIMA AIR TERMINAL/MCALLISTER FIELD (YKM)YAKIMA FIVE DEPARTURE YAKIMA, WASHINGTON SI-465 (FAA) ATIS 125.25 YAKIMA GND CON 121.9 YAKIMA TOWER* 133.25 (CTAF) 257.8 FLIENSBURG MINIMUM CROSSING ALTITUDES: Eastbound on V4-298 2000' CHINOOK DEP CON 117.9 ELN :-- · · 123.8 263.15 Eastbound on V204 3000' Northbound on V25 2800' Chan 126 Northeast-bound on V448 3300' Southbound on V25 4200' Southwest-bound on V448 6800' Southwest-bound on V468 2600' NOTE: Minimum climb required: Westbound on V204 3400 Rwys 4 and 9 - 275'/NM to 1700 Rwy 22 - 350'/NM to 1700 Rwy 27 - 230'/NM to 2100 Westbound on V468, V4 4100' Northwest-bound on V298 2800' Departures may be restricted to cross GLEED INT at 5000' northbound on V468 or Northwest-bound on V4. **GLEED** N46°37.81′ W120°34.18′ **V25** YAKIMA All turns south side of R-284 116.0 YKM === Chan 107 V204 R-250 N46°34.22′-W120°26.68′ Aprx dist fr T/off area R-087_ NOTE: Chart not to scale. V DEPARTURE ROUTE DESCRIPTION

NW-1, 17 DEC 2009 to 14 JAN 2010

TAKE-OFF RUNWAYS 4, 22 or 27: Turn right, thence....

TAKE-OFF RUNWAY 9: Turn left, thence....

....Climb direct YKM VORTAC. Continue climb on YKM R-284 between the VORTAC and GLEED INT., all turns south of the 284 radial, to cross YKM VORTAC at or above (minimum crossing altitudes). Thence via (assigned route).

YAKIMA, WASHINGTON

121.9 YAKIMA TOWER★ 133.25 (CTAF) 257.8 CHINOOK DEP CON

ATIS 125.25 CLNC DEL 121.9

123.8 263.15

YAKIMA GND CON

Rwy 9: 800-4 or standard with a minimum climb of 300' per NM to 5000'.

Turn at assigned altitude.

Rwys 22 and 27: 2500-3 or standard with minimum climb of 300' per NM to 5200'.

NOTE: TAKE-OFF MINIMUMS: Rwy 4 not authorized.

YAKIMA 116.0 YKM =:= Chan 107 N46° 34.22′W120°26.68′ L-13. H-1

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 9: Climb runway heading and outbound YKM R-108. Thence.... TAKE-OFF RUNWAYS 22 and 27: Climbing right turn direct YKM VORTAC and outbound

R-108. Thence.... Eastbound aircraft V4-298 continue climb on course, other departures continue

climb on YKM R-108 until reaching assigned altitude, (Southwestbound V448 continue minimum climb of 300' per NM to 9500'), then climbing right turn direct YKM VORTAC.

All aircraft cross YKM VORTAC at or above MEA or MCA for route of flight.

NAME

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

ALBANY, OR ALBANY MUNI VOR/DME or GPS-A	BELLINGHA BELLINGHA
NA except for operators with approved weather reporting service.	NA when lo
ARLINGTON, WA ARLINGTON MUNINDB or GPS Rwy 34 Category D, 800-2½. NA when Paine Field control tower closed.	BIG PINEY MILEY MEM Category D
ASTORIA, OR ASTORIA RGNL	BILLINGS, BILLINGS L INTL
¹ NA when local weather not available. ² Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3. ³ Category C, 800-2¼; Category D, 900-3.	¹ Category ² Categories ³ Categories 900-3.
AURORA, OR AURORA STATELOC Rwy 17 ¹ RNAV (GPS) Rwy 17 ²³ RNAV (GPS) Rwy 35 ²	BOISE, ID BOISE AIR FIELD)
¹ Category D, 800-2½. ² NA when local weather not available. ³ Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	,
BAKER, MT	¹ Category ² Category

ALTERNATE MINIMUMS

Categories A, B, 900-2%.	z, Category C, 900-272,
BAKER, MT	
BAKER MUNI	NDB Rwy 131
	NDB Rwy 31 ²
¹ Categories A,B, 1100-	2; Categories C,D,
1100-3.	
² Categories A,B, 1000-	2; Category C, 1000-234;

BAKER CITY, OR BAKER CITY MUNI RNAV (GPS) Rwy 13¹² VOR-A¹³

VOR/DME Rwy 13²⁴

¹NA when local weather not available. ²Category D. 900-2³/₄.

Category D, 1000-3.

³Categories A,B, 1900-2; Categories C,D,

1900-3.
⁴NA when control zone not in effect.

NAME ALTERNATE MINIMUMS
BELLINGHAM, WA
BELLINGHAM INTLILS or LOC Rwy 16
RNAV (GPS) Rwy 16
NA when local weather not available.

BIG PINEY, WY

MILEY MEMORIAL FIELD VOR Rwy 31
Category D, 800-21/4.

BILLINGS, MT

BILLINGS LOGAN

INTLNDB Rwy 10L¹

RNAV (GPS) Rwy 10L²

RNAV (GPS) Rwy 28R³

¹Category D, 800-2½. ²Categories A,B,C,D, 800-2½. ³Categories A,B, 900-2; Categories C,D, 900-3.

ROISE	., ID
BOISE	AIR TERMINAL(GOWEN
FIELD') LOC BC Rwy 28L1

RNAV (GPS) Y Rwy 10R² RNAV (GPS) Y Rwy 28L² VOR/DME or TACAN Rwy 10L¹ VOR/DME or TACAN Rwy 28L¹

¹Category E, 900-3. ²Category E, 1000-3.

BOZEMAN, MT

GALLATIN FIELDVOR Rwy 12 Category C, 800-21/4; Category D, 800-21/2.

BREMERTON, WA

BREMERTON NATIONAL .. RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 191

NA when local weather not available.
¹Categories A,B, 1200-2; Categories C,D, 1200-3.





ALTERNATE MINS	
NAME ALTERNATE MINIMUMS BUFFALO, WY	NAME ALTERNATE MINIMUMS CHEYENNE, WY
JOHNSON COUNTY RNAV (GPS) Rwy 311	CHEYENNE RGNL/JERRY OLSON
VOR/DMÉ Rwy 31 ²	FIELDILS or LOC Rwy 271
NA when local weather not available.	NDB Rwy 27 ¹
¹ Category D, 800-21/4.	RNAV (GPS) Rwy 9 ²
² Category C, 800-21/4; Category D, 800-21/2.	RNAV (GPS) Rwy 13 ²
BUDIEV ID	RNAV (GPS) Rwy 31 ²
BURLEY, ID BURLEY MUNIVOR-A	¹ NA when control tower closed. ² NA when local weather not available.
VOR/DME-B	TVA WHEIT local weather flot available.
NA when local weather not received.	CODY, WY
THE WHOLL ISSUE WOULDS THE TOO STOOL	YELLOWSTONE
BURLINGTON/MOUNT VERNON, WA	REGIONAL RNAV (GPS) Rwy 221
SKAGIT RGNL NDB Rwy 101	VOR or GPS-A ²
RNAV (GPS) Rwy 10	¹ Category C, 800-2¼; Category D, 200-2¾.
RNAV (GPS) Rwy 28	² Category D, 900-3.
NA when local weather not available.	COEUR DIALENE ID
¹Categories A,B, 1300-2; Categories C,D,	COEUR D'ALENE, ID
1300-3.	COEUR D'ALENE-PAPPY BOYINGTON FIELD ILS or LOC/DME Rwy 5
BURNS, OR	NDB Rwy 5
BURNS MUNIVOR Rwy 30	RNAV (GPS) Rwy 5
Categories A, B, 1400-2; Categories C,D,	VOR Rwy 5
1400-3.	VOR/DME Rwy 1
	NA when local weather not available.
BUTTE, MT	
BERT MOONEY ILS Y Rwy 151	CORVALLIS, OR
LOC/DME Rwy 15 ²	CORVALLIS MUNIVOR-A
RNAV (GPS) Y Rwy 153	Categories A,B,1200-2; Categories C,D,
RNAV (GPS) Z Rwy 15,1200-2 VOR or GPS-B,1400-3	1200-3.
VOR/DME or GPS-A,3000-3	DEER PARK, WA
¹ Categories A, B, C, 1200-4.	DEER PARK RNAV (GPS) Rwy 34
² Categories A.B., 1300-2; Categories C.D.	NA when local weather not available.
1300-3.	TV WHOTH TOOL WOULD HOT AVAILABIO.
³ Categories A,B, 1500-2; Categories C,D,	DILLON, MT
1500-3.	DILLON VOR or GPS-A,1500-3
	VOR/DME or GPS-B
CALDWELL, ID	NA when Dillon altimeter setting not available.
CALDWELL	DOUGLAG MAY
INDUSTRIAL RNAV (GPS) Rwy 12	DOUGLAS, WY
RNAV (GPS) Rwy 30 NA when local weather not available.	CONVERSE COUNTY
NA when local weather not available.	1100-3. DME standard.
CASPER, WY	1100-3. DIVIL Standard.
CASPER/NATRONA	EASTSOUND, WA
COUNTY INTLILS or LOC Rwy 3	ORCAS ISLAND RNAV (GPS)-A
ILS, Categories A,B, 800-2; Category C 800-	Categories A, B, 1100-2.
2½; Category D, 800-2¾; Category E, 900-3.	NA when local weather not available.
LOC Catagory C 800 31/2 Catagory D 800	

LOC, Category C, 800-21/2; Category D, 800-

23/4; Category E, 900-3.

ELLENSBURG, WA BOWERS FIELD RNAV (GPS) Rwy 251

RNAV (GPS) Rwy 29 VOR-B²

NA when local weather not available. ¹Category D, 800-21/4.

²Category A, 1500-2.



⁵Category C, 800-21/4; Category D, 1000-3.

GLASGOW INTLVOR Rwy 12 Categories A,B, 900-2; Categories C,D, 900-3.

GLASGOW, MT WOKAL FIELD/

VOR/DME standard.



ALIERNATE WINS	4
NAME ALTERNATE MINIMUMS EPHRATA, WA EPHRATA MUNIRNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21 VOR/DME Rwy 3 VOR Rwy 21 NA when local weather not available.	NAME ALTERNATE MINIMUMS GLENDIVE, MT DAWSON COMMUNITY NDB or GPS Rwy 12,900-2¾ GOODING, ID GOODING MUNI
Category D, 1300-3.	RNAV (GPS) Rwy 25 NA when local weather not available.
EUGENE, OR MAHLON-SWEET FIELDILS or LOC/DME Z Rwy 16R¹ ILS or LOC Y Rwy 16R¹ ILS or LOC/DME Rwy 16L¹² RNAV (GPS) Rwy 3AR² VOR or GPS-A³ ¹NA when control tower closed. ²NA when local weather not available. ³Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.	GRAY AAF (KGRF) FORT LEWIS, WA
EVANSTON, WY EVANSTON-UINTA COUNTY BURNS FIELDILS or LOC/DME Rwy 23 Categories C,D, 700-2.	GREYBULL, WY SOUTH BIG HORN COUNTY RNAV (GPS)-A RNAV (GPS) Rwy 33¹ NA when local weather not available. ¹Category D, 1200-3.
EVERETT, WA SNOHOMISH COUNTY(PAINE FIELD)	HAILEY, ID FRIEDMAN MEMORIALRNAV (GPS) W Rwy 31 Categories A,B, 1900-2; Category C, 1900-3.
FORT BENTON, MT FORT BENTON	HAVRE, MT HAVRE CITY-COUNTYVOR Rwy 26 Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
GILLETTE, WY GILLETTE-CAMPBELL COUNTY	

17 DEC 2009 to 14 JAN 2010

ALTERNATE MINS



NAME ALTERNATE MINIMUMS

HELENA, MT

HELENA RGNL ILS or LOC Y Rwy 2712 ILS or LOC Z Rwv 2712

LOC/DME BC-C13

NDB-D14 RNAV (GPS) Y Rwy 95 RNAV (GPS) Rwy 236 RNAV (GPS) X Rwy 275

RNAV (RNP) Z Rwv 97 RNAV (RNP) Y Rwy 277 RNAV (RNP) Z Rwy 2779

VOR-A8 VOR/DME-B6 ¹NA when control tower closed.

²Categories A, B, 1600-2; Categories C, D, E, 1600-3. 3Categories A, B, 1300-2; Categories C, D,

1300-3. 4Category A, 1200-2. ⁵Categories A, B, 1600-2; Categories C, D, 1600-3.

⁶Categories A, B, 900-2; Category C, 900-23/4; Category D, 900-3.

⁷NA when local weather not available. ⁸Categories A, B, 2900-2; Categories C, D,

2900-3. 91000-4.

HOQUIAM, WA BOWERMAN RNAV (GPS) Rwy 241

VOR/DME Rwy 242 VOR Rwy 61 ¹Category D, 800-21/4.

Category D, 900-3. **IDAHO FALLS. ID**

IDAHO FALLS RGNL ILS or LOC Rwy 201 LOC BC Rwy 22 RNAV (GPS) Rwy 203

VOR Rwy 20³ ¹ILS, Category E, 700-21/2. LOC, Category E, 800-21/2

²Categories A,B, 900-2; Category C, 900-2³/₄;

²Category E, 800-2½. ³NA when local weather not available.

JACKSON, WY JACKSON HOLE RNAV (GPS) X Rwy 11

1200-3.

1400-3.

RNAV (GPS) Y Rwy 191 RNAV (RNP) Y Rwy 1, 10681200-4

VOR/DME Rwy 12

VOR/DME Rwv 193 ¹Categories A,B, 1200-2; Categories C,D,

²Categories A,B,1000-2; Categories C,D, ³Categories A,B,1400-2; Categories C,D,

NAME ALTERNATE MINIMUMS JEROME, ID

JEROME COUNTY RNAV (GPS) Rwy 9 RNAV (GPS) Rwv 271

VOR/DME-A NA when local weather not available.

RNAV (RNP) Y Rwy 22

¹Categories A, B, 1300-2; Categories C, D, 1300-3.

JOHN DAY, OR GRANT COUNTY RGNL/

OGILVIE FIELD RNAV (GPS) Y Rwy 9

Category B, 900-2; Category C, 900-21/2.

KALISPELL, MT

GLACIER PARK INTL ILS or LOC Rwy 21

RNAV (RNP) Rwy 20, 800-21/22

¹Categories C, D, 700-2. ²NA when local weather not available.

KLAMATH FALLS. OR

KLAMATH FALLSILS or LOC Rwy 321

RNAV (GPS) Rwy 142 VOR/DME or TACAN Rwy 143 VOR/DME or TACAN Rwy 324 VOR or GPS-B,2100-3

¹Categories A,B, 900-2; Category C, 900-23/4; Category D, 1000-3. LOC, DME required. ²Categories A,B, 900-2; Category C, 900-2³/₄; Category D, 1000-3.

3Categories C,D, 1000-3; Category E, NA. ⁴Category B, 900-2; Categories C,D, 1000-3; Category E, 1500-3.

LAKEVIEW, OR

LAKE COUNTY VOR/DME-A

Categories A.B. 900-2: Category C. 900-21/2:

Category D, 900-234.

LEWISTON. ID

LEWISTON-NEZ PERCE COUNTYILS Rwy 2612

RNAV (GPS) Rwy 123 RNAV (GPS) Rwy 263 VOR Rwy 84 VOR Rwv 263

RNAV (GPS) Rwy 83

¹ILS, Category D, 800-21/4. ²NA when control tower closed. 3Category D, 800-21/4.

⁴Categories A, B, 1100-2; Categories C, D, 1100-3.

LEWISTOWN, MT

LEWISTOWN MUNI RNAV (GPS) Rwy 7 VOR Rwy 7 Category D, 800-21/4.

NAME

ALTERNATE MINS

NAME ALTERNATE MINIMUMS LIVINGSTON. MT MISSION FIELD VOR/DME-B1

VOR-A² ¹Categories A, B, 900-2; Category C, 900-21/2; Category D, 1000-3.

²Categories A, B, 2200-2; Categories C,D, 2200-3.

MC MINNVILE, OR

MC MINNVILLE MUNI ILS or LOC Rwy 22

RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR/DME-B

NA when local weather not available. Category D 800-21/4.

MEDFORD, OR

ROGUE VALLEY INTL-

MEDFORD ILS or LOC/DME Rwv 1412

RNAV (GPS) Rwy 144 VOR-A5 VOR/DME-C3 VOR/DME Rwy 145

LOC/DME BC-B²³ RNAV (GPS)-D3

¹ILS, Categories A, B, C, 700-2; Category D, 900-21/2. LOC, Category D, 900-21/2. ²NA when control tower closed

3Categories A, B, 2300-2; Categories C, D,

⁴Categories A, B, 1100-2; Categories C, D,

5Categories A, B, 1400-2; Category C, D

MISSOULA, MT MISSOULA INTLILS Rwy 111

1400-3.

17 DEC 2009 to 14 JAN 2010

RNAV (GPS) Y Rwy 1123 RNAV (RNP) Z Rwy 112,800-21/2 VOR/DME or GPS-A,2000-3 VOR/DME or GPS-B,2000-3

¹ILS. 1600-6. LOC.NA. ²NA when local weather not available.

3Categories A, B, 1900-2; Categories C, D,

1900-3.

MOSES LAKE, WA

GRANT COUNTY INTL ... ILS or LOC Rwy 32R1

NDB Rwy 32R² RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 14L1

RNAV (GPS) Rwy 221 VOR Rwy 4² VOR -1 Rwy 14L² VOR -3 Rwy 14L²

VOR Rwy 22²

NEWCASTLE. WY

MONDELL FIELD VOR or GPS Rwy 31 NA except for operators with approved weather reporting service. Categories A,B, 900-2; Categories C,D, 900-3.

ALTERNATE MINIMUMS

VOR or GPS-A³

VOR-A²³

NORTH BEND, OR

SOUTHWEST OREGON

RGNLILS or LOC Rwy 41

NDB or GPS Rwy 42 VOR/DME or GPS-B4

VOR/DME Rwy 44 ¹ILS, Categories A,B, 800-2; Category C, 900-21/4, Category D,1000-3. LOC, Category C, 900-21/4, Category D,1000-3. ²Category C, 900-21/4; Category D, 1000-3.

3Categories A,B, 1100-2; Categories C,D, ⁴Categories C,D, 1000-3.

OAK HARBOR, WA

AJ EISENBERG RNAV (GPS) Rwy 7

NA when local weather not available.

OLYMPIA, WA

OLYMPIA RGNL ILS or LOC Rwy 1712 RNAV (GPS) Rwy 172 RNAV (GPS) Rwy 352

VOR/DME Rwy 35² ¹ILS, Categories C, D, 700-2.

²NA when local weather not available. 3Category D, 800-21/4.

ONTARIO, OR

ONTARIO MUNI RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 NA when local weather not available.

PASCO, WA

TRI-CITIESILS or LOC Rwy 21R12

RNAV (GPS) Rwy 3L RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 21R

> VOR Rwy 21R3 VOR/DME Rwy 30

RNAV (GPS) Rwy 30

NA when local weather not available. ¹NA when control tower closed.

²ILS, Categories A,B,C, 700-2; Category D, 700-21/4. LOC, Category D, 800-21/4. 3Category D, 800-21/4.

VOR Rwy 32R² ¹NA when local weather not available.



ALTERNATE MINS



VOR-A 9

NAME ALTERNATE MINIMUMS
PENDLETON, OR

EASTERN OREGON RGNL AT
PENDLETON ILS or LOC/DME Rwy 25¹
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 11
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 25
RNAV (GPS) Rwy 29
VOR Rwy 7
NA when local weather not available.

NA when local weather not available. ¹ILS, NA when control tower closed.

PINEDALE, WY

PINEDALE/RALPH WENZ
FIELDNDB-A¹
RNAV (GPS) Rwy 11²
RNAV (GPS) Rwy 29²

NA when local weather not available.
¹Category C, 800-2½; Category D, 800-2½.
²Category D, 800-2½.

POCATELLO. ID

POCATELLO RGNL......ILS or LOC Rwy 211 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 212

¹NA when control zone not in effect.

²NA when local weather not available.

PORT ANGELES, WA

WILLIAM R
FAIRCHILD INTLILS or LOC Rwy 8

RNAV (GPS) Rwy 81 RNAV (GPS) Rwy 26

NA when local weather not available.

¹Categories A, B, 1000-2; Categories C, D, 1000-3.

VOR Rwy 28R⁵

ILS, Category A, 700-2; Categories B,C, 8002; Category D, 1000-3. LOC, Category D, 1000-3.

²Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3; Category E, 1100-3.

³ILS, Category A, 700-2; Categories B,C, 800-

2; Category D, 1000-3; Category E, 1100-3. LOC, Category D, 1000-3; Category E, 1100-3.

⁴ILS, Category A, 700-2; Categories B,C, 800-2; Category D, 1000-3.

LOC, Category D, 1000-3.

⁵Category D, 1000-3.

⁶Categories A,B,C 800-5; Category D, 1000-5. ⁷NA when local weather not available.

⁸Category D, 1000-3.

⁹Categories A,B, 900-2; Category C, 900-2½; Category D, 1000-3.

PORTLAND-HILLSBORO .. ILS or LOC Rwy 12¹ RNAV (GPS) Rwy 12²

¹Categories A,B, 1000-2;Category C, 1000-2³/₄; Category D, 1000-3.

²NA when local weather not available.

PORTLAND-TROUTDALE NDB or GPS-A Categories A,B, 1100-2; Category C, 1100-3; Category D, 1300-3.

PULLMAN/MOSCOW, WA

PULLMAN/MOSCOW MUNI RNAV (GPS) Rwy 5,800-21/4

RAWLINS, WY

RAWLINS MUNI/

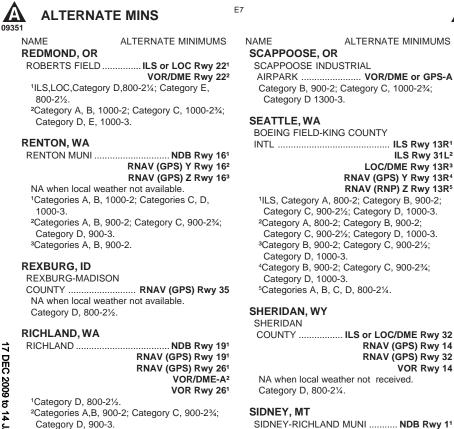
HARVEY FIELD NDB or GPS-A¹ VOR or GPS Rwy 22,1000-3²

¹Category D, 1000-3.

Category D, 1000-5.

²NA when Rawlins FSS closed.





ROCK SPRINGS, WY

ROCK SPRINGS SWEETWATER COUNTY VOR-B Category D, 800-21/4.

ROSEBURG, OR ROSEBURG RGNL.....RNAV (GPS)-B

NA when local weather not available. Categories A, B, 1200-2; Category C, 1200-3; Category D, 1400-3.

SALEM, OR

MCNARY FIELD ILS or LOC Rwy 3112 LOC/DME Rwy 313 RNAV (GPS) Rwy 3113

¹NA when local weather not available. ²ILS, Categories A, B, 800-2; Category C, 800-21/4; Category D, 800-21/2. LOC, Category C, 800-21/4; Category D, 800-21/2.

3Category D, 800-21/2.

COUNTY ILS or LOC/DME Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32

NDB Rwy 19² ¹Category D, 800-21/4.

²Categories C,D, 800-21/2.

SPOKANE, WA

FELTS FIELD ILS/DME Rwy 21R1 RNAV (GPS)-A2 RNAV (GPS) Rwy 3L²

VOR Rwy 3L3

¹Categories A,B, 1000-2;Category C, 1000-

²Categories A,B, 1000-2; Category C, 1000-234; Category D, 1000-3.

3Categories A,B, 1000-2; Categories C.D. 1000-3

SPOKANE INTLILS or LOC Rwy 31 ILS or LOC/DME Rwy 211 VOR Rwv 3²

¹ILS, Category D, 700-2. ²Category E, 800-21/2.





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NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS		
TACOMA, W TACOMA NA	RROWSILS Rwy 17 ¹ NDB Rwy 35 ¹ RNAV (GPS) Rwy 17 ¹²	WENATCHEE, WA PANGBORN MEMORIALILS Y Rwy 12, 1300			
² Category D ³ NA when Ic	ocal weather not available.	² Categories 1500-3.	VOR/DME- cocal weather not available. A, B, 1500-2; Categories C, D, A, B, 2000-2; Categories C, D,		
THE DALLES	GÉORGE RGNL/ S MUNI RNAV (GPS)-A A,B, 1100-2; Category C, 1100-3;	2000-3. WOLF POIN			
	S, ID .D-MAGIC VALLEYILS or LOC Rwy 25 ¹ NDB Rwy 25 RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25 VOR Rwy 7 ²	WORLAND WORLAND Categories YAKIMA, W	cal weather not available. , WY MUNI VOR or GPS Rwy C,D, 800-2½.		
¹ ILS, Catego LOC, Cate	cal weather not available. ory D, 700-2; Category E, 900-3. gory E, 900-3. 5, 800-21/4; Category D, 800-21/2.		: TERMINAL/ R FIELDILS Y Rwy 27 ILS Z Rwy 27 LOC/DME BC-E RNAV (GPS) Y Rwy 2		
WALLA WA WALLA WAL	LLA, WA LA RGNL ILS or LOC Rwy 20¹ NDB Rwy 20, 1000-3 RNAV (GPS) Rwy 2²³ RNAV (GPS) Rwy 16² RNAV (GPS) Rwy 20²	² ILS, Categ 700-21/4; C	RNAV (GPS) Z Rwy 2 VOR/DME or TACAN Rwy 2 VOR- control tower closed. cories A, B, 600-2½; Category C, category D, 800-2½.		

VOR/DME Rwy 22

¹ILS,LOC, Categories A,B, 1100-2; Categories C, D, 1100-3.

²Category D, 800-21/2.

³NA when local weather not available.

0-4 -C12 -**A**3

11 29

16

2712 2713 -B14

27⁵ 274 **27**⁶ -A7

³Category C, 700-2; Category D, 800-21/4

4Category D, 800-21/4.

⁵Category C, 800-21/2; Category D, 800-23/4.

⁶Categories A, B, 1100-2; Categories C, D, 1100-3.

⁷Category C, 800-21/4; Category D, 800-21/2.

RADAR INSTRUMENT APPROACH MINIMUMS

CHEYENNE, WY Amdt 1B, MAY 8, 2008 (FAA)

ELEV 6159

CHEYENNE RGNL/JERRY OLSON FIELD

RADAR - 124.55 263.075 🔻 🛕 NA

V ANA HAT/

6720-2

HAT/ HAT/
DA/ HATh/ DA/ HATh/
RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEI

MDA-VIS HAA CEIL-VIS CAT MDA-VIS HAA CEIL-VIS PAR 27 3.0°/55/918 ABCDE **6321**/24 200 (200-1/2) ASR 9 ABC 6500-1 357 (400-1) DE **6500**-1¼ 357 (400-1¼) 27 ABC 6520/24 399 (400-1/2) DF 6520/50 399 (400-1) CIR ALL AB 6660-1 501 (600-1) С 6660-11/2 501 (600-11/2)

For inoperative MALSR increase, PAR 27 category E visibility to RVR 4000, ASR 27 category D visibility to RVR 6000 and ASR 27 category E visibility to 1½. PAR not available when ASR out of service.

561 (600-2)

Ε

UAT/

GRAY AAF (KGRF), FORT LEWIS, WA (09155 USA)

ELEV 300

6960-23/4 801 (900-23/4)

RADAR - (E) 128.2 139.925 239.0 317.4 🔻 🛕 NA

D

				DH/	HATh/	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
PAR 13	15	3.0°/55/947	ABCD	499 /40	200	(200-3/4)
	33²	3.0°/39/730	ABCD	500-3/4	200	(200-3/4)

¹Opr Mon-Fri 1600-0759Z++, exc federal holidays. POC DSN 357-4953 or C253-967-4953. Svc incl PAR and apch mnt of ILS and NDB. ²PAR not authorized when R6703D is active. ³Circling not authorized.

OPS 138.6

Contact Seattle approach for vectors to Final on 120.1 290.9

Missed Approach:

Rwy 15: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 700, then climbing left turn to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED).

Rwy 33: Climb to 700, then climbing left turn to 2000 via heading 270° for RADAR vectors; or when directed by ATC, climb to 2000 direct GR LOM and hold NW, RT, 147° inbound (ADF REQUIRED). LOST COMMUNICATIONS (ALL RWYS): As directed by ATC on initial contact.

RADAR INSTRUMENT APPROACH MINIMUMS

OAK HARBOR (OKH), WA

Amdt 1A, Mar 12, 2009 (FAA)

HAT/

ELEV 193

A J EISENBERG

RADAR - 118.2 285.65 **▼ △**NA

ASR	RWY 7	GS/TCH/RPI	CAT AB CD	DA/ MDA-VIS 620-1 NA	HATh/ HAA 427	<u>CEIL-VIS</u> (500-1)
CIR	All Rwy		A B CD	620-1 660-1 NA	427 467	(500-1) (500-1)

When local altimeter setting not received, use Whidbey Island NAS altimeter setting and increase all MDAs 40 feet. Circling north of Rwy 7-25 NA at night. Visibility reduction by helicopters NA.

RADAR INSTRUMENT APPROACH MINIMUMS

WHIDBEY ISLAND NAS (KNUW), (AULT FLD) WA (09071 USN)

ELEV 47

RADAR - (E) 126.05x 126.85x 266.8x 299.6x 310.8x 322.5x 327.0x 343.75x \overline{V}

PAR¹	RWY 25 ^{2 3 10} 14 ^{5 11} 7 32 ^{2 10}	GS/TCH/RPI 3.0°/40/718 3.0°/49/947 3.0°/50/961 3.0°/34/776	CAT ABCDE ABCDE ABCDE ABCDE	DH/ MDA-VIS 228-½ 139-¼ 125-½ 147-¼	HAT/ HATh/ HAA 200 100 100	CEIL-VIS (200-½) (100-¼) (100-½) (100-½)
W/O GS	25 ^{3 6} 14 ^{7 11} 7 32 ^{8 10}		ABC DE AB CDE ABCDE ABC DE	480-¾ 480-1 340-½ 340-¾ 300-1 500-¾ 500-1	452 452 301 301 275 453 453	(500-3/4) (500-1) (300-1/2) (300-3/4) (300-1) (500-3/4) (500-1)
ASR	7 14 ⁴ 11		AB CD E AB C D	440-1 440-1¼ 440-1½ 600-½ 600-1 600-1¼ 600-1½	415 415 415 561 561 561	(400-1) (400-1½) (400-1½) (600-½) (600-1) (600-1½)
	328 11		AB C D E	680-½ 680-1¼ 680-1½ 680-1¾	633 633 633 633	(700-½) (700-1¼) (700-1½) (700-1¾)
	254		AB C D E	760-½ 760-1½ 760-1¾ 760-2	732 732 732 732	(800-½) (800-1½) (800-1¾) (800-2)
CIR ⁹			A B C D	780-1 800-1¼ 800-2¼ 860-2¾ 1100-3	733 753 753 813 1053	(800-1) (800-11/4) (800-21/4) (900-23/4) (1100-3)

¹No-NOTAM MP: PAR 1600-0800Z++ Mon. ²When ALS inop, increase vis CAT ABCDE to ¾ mile. ³Caution: Trees 265' MSL, 3270' from THLD, 1647' right of RCL. ⁴When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1½ miles, cAT D to 2 miles, CAT E to 2½ miles. ⁵When ALS inop, increase CAT ABCDE vis to ½ mile. ⁵When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABCDE to 1½ miles. ⁵When ALS inop, increase vis CAT ABCDE to 1 mile. ⁵When ALS inop, increase vis CAT ABC to 1½ mile, CAT DE to 1½ mile. ⁵When CIRCLING to RWY 25 or 32, increase vis CAT A to 1½ mile. ¹⁰Amdt 2. ¹¹Amdt 1.



INSTRUMENT APPROACH PROCEDURE CHARTS IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are

minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS TAKE-OFF MINIMUMS NAME

AFTON, WY

AFTON MUNI DEPARTURE PROCEDURE: Rwv 16. Use LUNDI

without ATC clearance to ensure obstacle clearance

DEPARTURE. Rwy 34, use AFTON DEPARTURE.

ALBANY, OR

ALBANY MUNI DEPARTURE PROCEDURE: Rwv 16, turn right.

Rwv 34, turn left, All aircraft climb direct CVO VOR/

DME and continue climb in CVO VOR/DME holding pattern. (E. right turns, 261° inbound) to cross CVO VOR/DME at or above 3000.

ANACONDA, MT

BOWMAN FIELD

TAKE-OFF MINIMUMS: Rwv 4, std. w/min, climb of 417' per NM to 9000, or 2800-3 for climb in visual conditions. Rwy 16, std. w/min. climb of 321' per NM to 10200, or 2800-3 for climb in visual conditions, Rwv 22, NAobstacles. Rwy 34, std. w/min. climb of 369' per NM to

9100, or 2800-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 4, 34, climbing right turn to 10200 via heading 130° and CPN VOR/DME R-340 to CPN VOR/DME, continue climb-in-hold to 10200 (north, left turn, 166° inbound), or for climb in visual

conditions, cross Bowman Field Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME. continue climb-in-hold to 10200 (north, left turn, 166° inbound).

BOWMAN FIELD(CON'T)

climb-in-hold to 10200 (north, left turn, 166° inbound), or

for climb in visual conditions, cross Bowman Field

Rwv 16. climbing left turn to 10200 via heading 100° and CPN VOR/DME R-335 to CPN VOR/DME, continue

Airport at or above 7700 then proceed via CPN R-309 to CPN VOR/DME, continue climb-in-hold to 10200 (north. leftturn, 166° inbound). NOTE: Rwy 16, multiple trees beginning 865' from departure end of runway, 243' left of centerline, up to 70' AGL/5097' MSL. Rod on hangar 570' from departure end of runway, 278' left of centerline, 54' AGL/5054' MSL. Multiple trees beginning 787' from departure end of runway, 165' right of centerline, up to 70' AGL/5098' MSL. Multiple transmission lines beginning 4602' from departure end of runway, 1664' right of centerline, 80' AGL/5159'MSL. Rwy 34, multiple transmission lines beginning 2242' from departure end of runway, 964' left of centerline, up to 80' AGL/5159' MSL.

ARCO, ID

ARCO-BUTTE COUNTY (AOC) AMDT 1 08157 (FAA) TAKE-OFF MINIMUMS: Rwy 6, NA - Obstacles.

DEPARTURE PROCEDURE: Use JATTS DEPARTURE.

9351



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ARLINGTON, WA ARI INGTON MUNI

TAKE-OFF MINIMUMS: Rwv 11, 600-2 or std. with a

min_climb of 350' per NM to 700_Rwv 34, 500-2 or std. with a min_climb of 260' per NM to 700 DEPARTURE PROCEDURE: Rwv 11. turn right

Rwv 16. climb direct to WATON LOM, Rwvs 29.34. turn left All aircraft climb direct to WATON I OM Aircraft bearings 260° CW 340° from WATON LOM continue climb on course, Aircraft departing WATON LOM on

departing WATON LOMon bearings 150° CW 200° and bearings 340° CW 150° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 4500 then continue climb on course. Aircraft departing WATON LOM on bearings 200° CW 260° from WATON LOM climb in holding pattern (S. left turns, 339° inbound) to 1500 then continue climb on course.

ASTORIA, OR ASTORIA RGNL

TAKE-OFF MINIMUMS: Rwv 8, 800-3 or std, with a min.

climb of 320' per NM to 900. Rwy 13, 700-2 or std. with a min_climb of 350' per NM to 800 DEPARTURE PROCEDURE: Rwvs 8.31, turn left.

Rwv 13, climb runway heading to 800 then climbing right turn Rwy 26 turn right. Aircraft departing northwestbound climb via AST R-290 on course. All other aircraft climb to 1500 or above via ASTR-290 then left turn to AST VOR/DME and continue climbing

AUBURN. WA AUBURN MUNI

DEPARTURE PROCEDURE: Use AUBURN DEPARTURE

AURORA. OR

AURORA STATE

DEPARTURE PROCEDURE: Rwv 17, turn right. thence... Rwv 35. turn left, thence...

... Aircraft proceeding via V23 climb on course; All others climb in UBG VOR/DME holding pattern (hold south, left turn, 003° inbound) to cross UBG VOR/DME at or above MEA/MCA for direction of flight.

NOTE: Rwv 17, multiple trees 31' from departure end of runway, 273' right of centerline, up to 90' AGL/270' MSL. Multiple trees beginning 979' from departure end of runway, 247' right of centerline up to 113' AGL/316' MSL. Road 254' from departure end of runway, 350' left of centerline, 16' AGL/209' MSL, Rwv 35, multiple trees

and road beginning 31' from departure end of runway, 163' left of centerline, up to 138' AGL/329' MSL. Multiple trees beginning 973' from departure end of runway, 281' right of centerline, up to 58' AGL/253' MSL.

BAKER, MT

BAKER MUNI

NOTE: Rwy 13,51' derrick 2200' from departure end of

runway on centerline, 100' trees south of airport, near runway, various locations. Rwy 31, 146' antenna on tower 4000' from departure end of runway, 1800' left of centerline, 114' rod on OL antenna 3800' from departure end of runway on centerline.

BAKER CITY.OR BAKER CITY MUNI

Rwv 13, 1400-2 or std. with a min. climb of 310' per NM

BELLINGHAM. WA

BELLINGHAMINTI

direction of flight.

MSL.

BEND.OR

BEND MUNI (BDN)

DEPARTURE.

MILEY MEMORIAL FIELD

BIG PINEY. WY

AMDT 4 09183 (FAA)

1050' per min. at 200K, 1313' per min. at 250K).

climb of 315' per NM to 6000, (788' per min, at 150K.

TAKE-OFF MINIMUMS: Rwv 8, 900-2 or std, with a min.

to 6000 (775) permin at 150K 1033 permin at 200K

std, with a min, climb of 240' per NM to 6000 (600' per

min at 150K 800' permin at 200K 1000' permin at

250K). Rwv 35. CAT C.D 1000-2; or std. with a min.

climb of 240' per NM to 6000 (600' per min, at 150K.

Rwys 26.31.35, turn right All aircraft climb direct BKE

(SE, right turns, 298° inbound) to cross BKE VOR/DME at or above MCA or MEA for route of flight.

800' permin, at 200K, 1000' permin, at 250K).

DEPARTURE PROCEDURE: Rwvs 8.13, turn left.

VOR/DME, Continue climb in BKE holding pattern

DEPARTURE PROCEDURE: Rwv 16, climb heading

VORTAC. Do not exceed 210 KIAS until established

northbound, Rwv 34, climb heading 340° to 600, then

VORTAC, continue climb in holding pattern (northwest.

NOTE: Rwv 16, lighted windsock 9' from departure end of runway, 259' right of centerline, 16' AGL/181' MSL.

climbing left turn to intercept HUH R-145 to HUH

right turn, 149° inbound) to MEA as appropriate for

Multiple trees beginning 747' from departure end of runway, 405' right of centerline, up to 68' AGL/213' MSL.

Multiple trees beginning 1128' from departure end of

Rwv 34. lighted windsock 93' from departure end of runway, 516' right of centerline, 27' AGL/169' MSL.

multiple trees beginning 1372' from departure end of

runway, 619' right of centerline, up to 134' AGL/246'

DEPARTURE PROCEDURE: Use BEND

TAKE-OFF MINIMUMS: Rwys 8,26, NA.

thence all aircraft climb on course.

DEPARTURE PROCEDURE: Rwy 13, climb to 8400 via

BPI R-124. Rwv 31. climb to 10800 via BPI R-320

runway, 57' left of centerline, up to 104' AGL/249' MSL.

160° to 600, then climbing right turn direct HUH

1292' per min. at 250K), Rwy 17, NA, Rwy 31, 1300-2 or

9351 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

BILLINGS, MT BILLINGS LOGAN INTL (BIL)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 10R, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 10L, Climb heading 098° to 4600 before turning right NOTE: Rwv 10L. fence 466' from departure end of

runway, 535' right of centerline, 11' AGL/3511' MSL. cars on road, beginning from 624' from departure end of runway, 427' right of centerline, 15' AGL/3523' MSL. ground beginning 21' from departure end of runway, 499'

right of centerline, 0' AGL/3505' MSL, Rwy 25, airport security fence, abeam departure end of runway, 500' left of centerline 11'AGL/3672'MSL to 1200' from departure end of runway, abeam rwy centerline, 11' AGL/

BLACKFOOT.ID

MCCARLEY FIELD

DEPARTURE PROCEDURE: Rwy 1, climb to 7000 (or higher assigned altitude) direct IDA VOR/DMF before proceeding on course. Rwy 19, climb to 7000 (or higher assigned altitude) direct PIH VORTAC, before proceeding on course.

BOISE ID

BOISE AIR TERMINAL (GOWEN FIFLD)

DEPARTURE PROCEDURE: Rwvs 28L.28R, turn left Rwys 10L,10R, turn right. Climb on BOI R-214 within 20 NM to cross BOLVORTAC at or above MEA/MCA for direction of flight

BOZEMAN.MT

GALLATIN FIFLD (BZN)

AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 21, NA-ATC. DEPARTURE PROCEDURE: Rwvs 12.30. use BOZEMAN DEPARTURE.

BREMERTON.WA

BREMERTON NATIONAL (PWT)

AMDT 3 08045 (FAA) TAKE-OFF MINIMUMS: Rwy 1, 300-1 or std. w/min.

climb of 410' per NM to 700. DEPARTURE PROCEDURE: Rwv 1. Climbing right turn to 6000 direct CAN NDB, Thence... Rwy 19, Climb

to 6000 direct CAN NDB, thence... ...Continue climb-in-hold (S, LT, 013° inbound) to 6000

before proceeding on course. NOTES: Rwv 1. Multiple bushes 380' from departure end

of runway, 522' left of centerline, up to 17' AGL/456' MSL, multiple trees and poles beginning 1210' from departure end of runway, 622' left of centerline, up to 100' AGL/561' MSL, multiple trees and bushes 1012' from departure end of runway, 708' right of centerline, up to 100' AGL/495' MSL. Rwy 19, Multiple trees beginning 176' from departure end of runway, 337' left of centerline, up to 100' AGL/514' MSL, multiple trees beginning 371' from departure end of runway, 277' right of centerline, up to 100' AGL/548' MSL.

BUFFALOWY IOHNSON COLINTY

TAKE-OFF MINIMUMS: Northbound aircraft:

Rwys 13.31, 2400-2 or std, with a min, climb of 300' per

NM to 7500. Southhound aircraft: Rwv 31, 400-2 or std. with a min climb of 300' per NM to 6000

DEPARTURE PROCEDURE: Northbound aircraft: Rwv 13. turn left, Rwv 31. climb straight ahead.

All aircraft proceed via SHR R-139 to SHR VORTAC

Southbound aircraft: Rwv 13, climb straight ahead. Rwv 31. turn right. All aircraft proceed via CZI R-319 to

CZI VOR/DME.

BURLEY.ID BURLEY MUNI

TAKE-OFF MINIMUMS: All runways, cross departure

end of runway at or above 35' AGL DEPARTURE PROCEDURE: All runways, climb direct

BURLEY (BYI) VOR/DME, Continue climb on R-305 within 10 miles to cross BYLVOR/DMF: R-024 CW R-054 at or above 5500: R-055 CW R-240 at or above 8000: R-241 CW R-023 at or above 5900.

NOTE: Rwv 2. bridge 252' from departure end of runway. 513' left of centerline, 110' AGL/4195' MSL, Stack 2205' from departure end of runway, 857' right of centerline. 79' AGL/4236' MSL. Elevator 4092' from departure end of runway, 297' right of centerline, 133' AGL/4283' MSL. Rwv 20. antenna 523' from departure end of runway, 338' right of centerline, 43' AGL/4217' MSL, Rwv 24, tree 630' from departure end of runway, 521' right of centerline, 41' AGL/4215' MSL, Grain elevator 3106' from departure end of runway, 163' left of centerline. 137' AGI /4317' MSI

BURLINGTON/MOUNT VERNON, WA

SKAGIT RGNI (BVS)

ORIG-A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a min, climb of 340' per NM to 3600, Rwy 10, 1700-2 or std. with a min. climb of 245' per NM to 2300. Rwy 22. 1300-2 or std. with a min. climb of 210' per NM to 1800.

DEPARTURE PROCEDURE: Rwvs 4.10.22, turn right heading 280°. Rwy 28, climb runway heading.

All aircraft climb to 2500 then turn right direct BVS NDB to cross BVS at or above 4500. Aircraft departing on BVS R-145 CW R-330 climb on course. All others continue climbing in BVS holding pattern (NW, right turns 113° inbound) to cross BVS at or above 6800 before proceeding on course.

NOTE: Rwv 4, tree 2581' from departure end of runway. 426' left of centerline, 100' AGL/212' MSL, Light pole 1489' from departure end of runway, 136' left of centerline 35' AGL/137' MSL. Bush 126' from departure end of runway, 430' right of centerline, 20' AGL/101' MSL. Building 2925' from departure end of runway, 130' left of centerline, 60' AGL/180' MSL.



BURNS OR

BURNS MUNI

DEPARTURE PROCEDURE: Rwv 3, climbing right turn thence Rwv12 climbto 4600 via heading 117°

thence... Rwys 21.30, climbing left turn, thence...

All aircraft departing on ILR R-072 CWR-209 climb on course, All others climb on ILR R-123 within 10 NM

to cross ILR VOR/DMF at or above 5000 NOTE: Rwy 21, pole 820' from departure end of runway 357' left of centerline, 20' AGL/4169' MSL.

BUTTE. MT BERT MOONEY

TAKE-OFF MINIMUMS: Rwv 11 NA-obstacles Rwv 15. std. w/min. climb of 601' per NM to 7300, or 3300-3 for climb in visual conditions Rwy 29, std. w/min.climb of 832' per NM to 6700, or 3300-3 for climb in visual conditions, Rwv 33, std, w/min, clim b of 355' per NM to

6800 or 3300-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 15, climbing right turn direct CPN VOR/DMF or for climb in visual conditions: Cross Bert Mooney Airport westbound at or

above 8800 then proceed direct CPN VOR/DME. thence Rwy 29, climb heading 293° to intercent CPN VOR/DME R-082 to CPN VOR/DME, or for climb in visual conditions: Cross Bert Mooney Airport westbound at or above 8800 then proceed direct CPN VOR/DME. thence... Rwv 33, climb direct CPN VOR/DME, or for climb in visual condtions: Cross Bert Mooney Airport

...climb in CPN VOR/DME holding pattern (hold north. left turn, 166° inbound) to cross CPN VOR/DME at or above MEA before proceeding enroute NOTE: Rwv 15, multiple trees beginning 2 NM from departure end of runway, 1779' right of centerline, up to

westbound at or above 8800 then proceed direct CPN

100' AGL/6659' MSL. Tree 2.1 NM from departure end of runway, 66' left of centerline, 100' AGL/5934' MSL. Rwy 29, multiple trees and poles beginning 364' from

departure end of runway, 7' right of centerline, up to 100' AGL/5621' MSL. Multiple trees and lights beginning 322' left of centerline, up to 100' AGL/5582' MSL. Terrain and numerous trees beginning 1.2 NM from

departure end of runway, 1022' left of centerline, up to 100' AGL/6379' MSL. Rwy 33, flag pole 1095' from departure end of runway, 730' left of centerline, 64' AGL/

CALDWELL. ID CALDWELL INDUSTRIAL

5583'MSL.

VOR/DME.thence...

TAKE-OFF MINIMUMS: Rwv 12, std. with a min. climb of 300' per NM to 5600, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwy 12, climb via heading 119° to 5600 before proceeding on course. For climb in visual conditions: Cross Caldwell Industrial Airport at or above 4800 before proceeding on course. Rwy 30, climb

via heading 299° to 4400 before proceeding on course. NOTE: Rwy 12, levee 198' from departure end of runway, 281' left of centerline, 0' AGL/2451' MSL. Multiple trees 1462' from departure end of runway, 877' right of centerline, up to 100' AGL/2505' MSL. Rwy 30, multiple poles 206' from departure end of runway, 389' right of centerline, up to 39' AGL/2457' MSL. Rod 353' from departure end of runway, 246' right of centerline, 21' AGL/2439' MSL.

CASPER WY CASPER/NATRONA COUNTY INTL (CPR)

AMDT 3A 09155 (FAA)

DEPARTURE PROCEDURE: Rwvs 3.8.12. turn left. All other runways, turn right, All aircraft climb direct

DDY VORTAC before proceeding on course, or comply with published Casper SIDs.

CHEHALIS. WA CHEHALIS-CENTRALIA

DEPARTURE PROCEDURE: Rwv 16, climb to 1000 via

heading 160° then climbing left turn to 4000 via heading 001° and OLMR-151 to OLM VORTAC before proceeding on course. Rwy 34, climb to 4000 via heading 340° and OLM R-176 to OLM VORTAC before proceeding on course.

CHEYENNE, WY

CHEYENNE RGNL/JERRY OLSON FIELD NOTE: Rwv 13, multiple trees beginning 74' from

of centerline, up to 69' AGL/6229' MSL.

departure end of runway, 115' left of centerline, up to 40' AGL/6166' MSL. Multiple trees, pole, and fence beginning 34' from departure end of runway, 167' right of centerline, up to 40' AGL/6154' MSL, Rwv 27, multiple trees and poles beginning 525' from departure end of runway, 271' left of centerline, up to 40' AGL/6216' MSL. Multiple trees and poles beginning 1222' from departure end of runway, 275' right of centerline, up to 40' AGL/

6211'MSL, Rwv 31, multiple trees, road, fence and sign

centerline, up to 40' AGL/6238' MSL. Multiple poles and

sign beginning 407' from departure end of runway, 8' left

beginning 196' from departure end of runway, 76' left of

CODY, WY

YELLOWSTONE RGNI

TAKE-OFF MINIMUMS: Rwy 4, 1500-2 or std. with a min. climb of 250' per NM to 6800. Rwy 22, 1600-2 or

std, with a min, climb of 340' per NM to 6200. DEPARTURE PROCEDURE: Rwys 4,22, turn left. All aircraft climb direct COD VOR/DME, Climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above: COD

R-350 CW R-170, 6000; or R-171 CW R-349, 11800.

COEUR D'ALENE, ID

COEUR D'ALENE-PAPPY BOYINGTON FLD

TAKE-OFF MINIMUMS: Rwv 5, CAT A.B. 1700-2 or std. with a min, climb of 230' per NM to 4000, CAT C.D. 2600-2 or std. with a min. climb of 320' per NM to 5400. DEPARTURE PROCEDURE: Rwys 1,5, turn left, climb

via COE R-005 to 5400, reverse course, continue climb direct COE VOR. Rwy 19, turn right. Rwy 23, turn left, climb via COE R-232 to 5000, reverse course, continue climb direct COE VOR.

COLSTRIP, MT

COLSTRIP (M46) AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 6 use CISPU (RNAV) DEPARTURE. Rwy 24, use CONUK (RNAV) DEPARTURE

9351



CONRAD, MT CONRAD

DEPARTURE PROCEDURE: Rwv 24, climb runwav

heading to 4300, then continue climb on course CORVALLIS, OR

CORVALLIS MUNI

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, std. with a min.

climb of 290' per NM to 3100 or 1700-3 for climb in

DEPARTURE PROCEDURE: Rwys 9, 17, climbing left

inbound) to depart at or above 3400

VOR/DME at or above 3400

visual conditions. Rwv 27, std. with a min. climb of 310' per NM to 3100 or 1700-3 for climb in visual conditions.

...climb in CVO VOR/DME holding pattern (E. RT. 261°

NOTE: Rwv 9, multiple trees and railroad beginning 549'

from departure end of runway, 254' left of centerline, up

beginning 670' from departure end of runway, 5' right of

obstruction light on glideslope 409' from departure end of runway, 325' left of centerline, 28' AGL/273' MSL.

Rwy 35, multiple trees beginning 470' from departure

to 153' AGL/383' MSL. Multiple trees and railroad

centerline, up to 135' AGL/380' MSL, Rwv 27.

turn direct CVO VOR/DME, thence...or, climb in visual

conditions to cross CVO VOR/DMF at or above 3400

Rwys 27, 35, climbing right turn direct CVO VOR/DME.

thence or climb in visual conditions to cross CVO

others continue climb in IIP VOR/DMF holding pattern

(NW, left turns, 125° inbound) to cross IIP VOR/DME at or above: R-181 CW R-199 9600: R-200 CW R-252 0000

DOUGLAS, WY

CONVERSE COUNTY

NOTE: Rwv 5, trees 1883' from departure end of runway,

549' right of centerline, 35' AGL/5014' MSL, Trees

3407' from departure end of runway, 209' right of centerline, 35' AGL/5074' MSL, Trees 5458' from departure end of runway, 1954' right of centerline, 35'

DRIGGS-REED MEMORIAL (DIJ)

DEPARTURE PROCEDURE: Use LAMON

AGL/5132 MSL. Rwy 23, trees 2068 from departure end of runway, 1008' left of centerline, 35' AGL/4994'

MSL. Trees 3130' from departure end of runway, 1215' left of centerline, 35' AGL/5014' MSL.

TAKE-OFF MINIMUMS: Rwv 5. 300-2 or std. with a min.

climb of 250' per NM to 5200. Rwy 23, 1700-3 or std.

via IIP VOR/DME R-342 to IIP VOR/DME, Rwv 11.

IIP VOR/DME R-325 to IIP VOR/DME. All aircraft

departing IIP R-253 CW R-180 climb on course. All

VOR/DME. Rwy 23, climbing left turn via IIP VOR/DME

R-264 to IIP VOR/DME. Rwy 29, climbing right turn via

climbing right turn via IIP VOR/DME R-312 to IIP

with a min. climb of 260' per NM to 7200. DEPARTURE PROCEDURE: Rwv 5. climbing right turn

end of runway, 544' left of centerline up to 36' AGL/276'

COWLEY/LOVELL/BYRON.WY NORTH BIG HORN COUNTY

DEPARTURE PROCEDURE: Rwvs 9.27. aircraft departing via HCY NDB bearings 130° CW 225° climb on course, all others climb in HCY NDB holding pattern

(W. right turns, 078° inbound) to cross HCY NDB at or above 9000. DEER PARK. WA

DEER PARK

TAKE-OFF MINIMUMS: Rwy 4, 3000-2 or std. with a

min. climb of 360' per NM to 5600. DEPARTURE PROCEDURE: Rwv 16. climb runwav

heading; Rwy 22, climbing left turn to heading 130°; Rwvs 4.34, climbing right turn to heading 210°:

All aircraft intercept and continue climb via the 170° bearing from DPY NDB to intercept GEG R-006 to GEG VORTAC.

DILLON. MT DILLON

TAKE-OFF MINIMUMS: Rwvs 3.21. NA.

DEPARTURE PROCEDURE: Rwys 16,34, turn right, climb in DLN VOR/DME holding pattern (N, right turns,

185° inbound) to cross DLN VOR/DME at or above: northwestbound V257 8500; southwestbound V121 8500; northbound V217600; southeastbound V21, V2579400.

EASTSOUND. WA

ORCAS ISLAND (ORS) AMDT 1 09351 (FAA)

DRIGGS.ID

AMDT 2 08157 (FAA)

DEPARTURE

TAKE-OFF MINIMUMS: Rwy 16, NA-Terrain. Rwy 34, 500-3 or std, w/min, climb of 224' per NM to 600.

DEPARTURE PROCEDURE: Rwv 34, climbing right turn to 2000 to intercept HUH VORTAC R-210 to HUH

VORTAC, then climb-in-hold (hold South, Left turns, 352° inbound) to cross HUH VORTAC at or above 3800

before proceeding on course. NOTE: Rwv 34, trees beginning 330' from DER, 411' left

of centerline, up to 120' AGL/139' MSL.

ELLENSBURG.WA

BOWERS FIELD

TAKE-OFF MINIMUMS: Rwys 7,11, 4600-3 or std. with a min. climb of 290' per NM to 7800. Rwy 25, 4700-3 or

std. with a min. climb of 340' per NM to 7800. Rwy 29.

4600-3 or std. with a min. climb of 320' per NM to 7800. DEPARTURE PROCEDURE: Rwvs 7.29. climbing right

turn direct ELN VORTAC. Rwys 11, 25, climbing left turn direct ELN VORTAC. All aircraft, continue climbing in the ELN VORTAC holding pattern (W. right

EPHRATA. WA

EPHRATA MUNI (EPH) AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwv 29. NA-Obstacles. DEPARTURE PROCEDURE: Rwy 3, climb heading 027° to 2300 before proceeding on course. Rwy 11,

climb heading 112° to 2200 before proceeding on course. Rwy 21, climb heading 207° to 2800 before proceeding on course.

turns, 087° inbound) to MEA/MOCA for route of flight.



EUGENE.OR

MAHLON SWEET FIELD

DEPARTURE PROCEDURE: Rwys16L,16R,climb to 1000 then climbing right turn... Rwys 34L, 34R, climb to 1000 then climbing left turn

...all aircraft climb direct EUG VORTAC, then climb in

FUG VORTAC holding pattern (hold north, right turn) 175° inbound) to cross EUG VORTAC at or above MEA

altitude before proceeding enroute.

NOTE: Rwv 16R, tree 1992 from departure end of

runway, 832' left of centerline, 50' AGL/419' MSL, Rwy 16L, multiple trees and power poles beginning 872' from

AGL/437' MSL, multiple trees and power poles

departure end of runway, 35' right of centerline, up to 50' beginning 890' from departure end of runway 77' left of

centerline, up to 50' AGL/433' MSL, Rwv 34R, multiple

trees beginning 2869' from departure end of runway. 186' right of centerline, up to 50' AGL/447' MSL. Tree 2535' from departure end of runway, 652' left of centerline 50' AGI /428' MSI

EVANSTON.WY EVANSTON-UINTA COUNTY BURNS FIELD

direction of flight.

DEPARTURE PROCEDURE: Rwv 5, climb via heading 050° and FBR VOR/DME R-243 to FBR VOR/DME.

Rwy 23, climbing left turn via heading 030° and FBR VOR/DME R-243 to FBR VOR/DME. All aircraft: cross FBR VOR/DME at or above MEA for

EVERETT.WA

SNOHOMISH COUNTY (PAINE FIELD) TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb of

353' per NM to 800.

DEPARTURE PROCEDURE: Rwvs 11, 16L/R, climbing right turn, thence...Rwvs 29.34L/R, climbing left turn.

...for aircraft departing via V287 west bound, climb via PAE VOR/DME R-236 to 3000. All others, climb direct PAE VOR/DME, climb in PAE VOR/DME holding

pattern (NW, RT, 149° inbound) to MEA for route of flight before proceeding on course. NOTE: Rwy 11, multiple antennas on building, rod on obstruction light, and trees beginning 326' from

departure end of runway, 387' right of centerline, up to 85' AGL/664' MSL. Tree 1156' from departure end of runway, 600' left of centerline, 93' AGL/672' MSL. Rwy 16L, multiple trees and pole beginning 588' from departure end of runway, 220' left of centerline, up to 118' AGL/697' MSL. Multiple trees, pole, and building of centerline, up to 78' AGL/657' MSL. Rwy 16R,

beginning 449' from departure end of runway, 162' right multiple trees beginning 1228' from departure end of runway, 168' left of centerline, up to 140' AGL/699' MSL.

Multiple trees beginning 707' from departure end of runway, 158' right of centerline, up to 118' AGL/687' MSL. Rwy 29, multiple trees beginning 45' from departure end of runway, 66' left of centerline. up to 111' AGL/630' MSL. Multiple trees beginning 343' from departure end of runway, 44' right of centerline, up to 110' AGL/689' MSL. Rwy 34R, multiple trees and pole

beginning 3340' from departure end of runway, 180' right

of centerline, up to 95' AGL/674' MSL. Tree 5762' from

departure end of runway, 221' left of centerline, 103'

FAIRCHILD AFB (KSKA) SPOKANE. WA ORIG, 08017

DEPARTURE PROCEDURES: Rwy 5 climb on track 048° to intercept SKA R-045 to 5300, then on

course Rwy 23 climb on track 241° to 3400 then TAKE-OFF OBSTACLES: Rwv 23 Terrain 2468

MSI 194' from DER 405' right of centerline Terrain 2477' MSL, 461' from DER, 751' right of centerline. Terrain 2477' MSI 509' from DER 750' right of centerline FORT BENTON, MT

FORT BENTON

TAKF-OFF MINIMUMS: Rwvs 5.23, std. w/min. climb

of 274' per NM to 8900 or 5100-3 for climb in visual conditions. DEPARTURE PROCEDURE: Rwys 5, 23, for climb in visual conditions: Cross Fort Benton Airport at or above

8900 MSL before proceeding on course.

FORT BRIDGER, WY

FORT BRIDGER

DEPARTURE PROCEDURE: All aircraft climb direct

FBR VOR/DME. Aircraft departing: FBR R-210 CW R-135 climb on course: FBR R-136 CW R-209 cross FBR VOR/DME at or above 9000. (Hold NE, right turns, 215° inbound).

FRIDAY HARBOR, WA FRIDAY HARBOR

TAKE-OFF MINIMUMS: Rwy 34,500-1.

DEPARTURE PROCEDURE: Aircraft departing FHR NDB Rwv 34, climbing right turn direct FHR NDB, then climb on course. All other aircraft climb on course.

GILLETTE, WY

GILLETTE-CAMPBELL COUNTY (GCC) AMDT 4 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 16, std. w/min. climb of

275' per NM to 5600, or 1200-3 for climb in visual conditions. Rwy 21, 600-3 or std. w/min. climb of 425' per NM to 5200

DEPARTURE PROCEDURE: Rwv 16. climb via heading 158° to 5100, before proceeding on course or, for climb in visual conditions cross Gillette-Campbell County airport at or above 5400 before proceeding on

course. Rwy 21, climb via heading 206° to 5200, before proceeding on course. NOTE: Rwy 3, windsock 1415' from DER, 100' left of centerline, 24' AGL/4366' MSL, Trees beginning 1976' from DER, 267' right of centerline, up to 30' AGL/4409' MSL. Rwy 16, tower and poles beginning 1.61 NM from DER, 1264' left of centerline, up to 57' AGL/4696' MSL. Post and trees beginning 1.77 NM from DER, 300' right

MSL, trees 2077' from DER, 1011' right of centerline, 30' AGL/4449' MSL, tree 7029' from DER, 2378' right of centerline, 30 'AGL/4729' MSL. Rwy 34, fence 1236' from DER, 723' left of centerline, 16' AGL/4380' MSL Vehicle on road 1609' from DER, 419' left of centerline. 15' AGL/4394 'MSL. Trees 3093' from DER, 936' right of centerline, 30' AGL/4449 'MSL, Vehicle on road 1610'

from DER, 419' left of centerline, 15' AGL/4380' MSL

of centerline, up to 51' AGL/4789' MSL. Rwy 21, fence

328' from DER, 267' left of centerline, 7' AGL/4352'

9351

AGL/682'MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

GOODING ID GOODING MUNI (GNG)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: Rwv 7, climb heading

068° to 5000 before turning left, Rwy 25, climb heading 233° to 5600 before turning right

NOTE: Rwv 7, rising terrain 59' from departure end of runway 479' right of centerline up to 3754' MSI. Fence

line 653' from departure end of runway, 332' right of

centerline, 12' AGL up to 3751' MSL. Bushes starting 877' from departure end of runway, 420' right of centerline, 20' AGL up to 3795' MSL, Rwy 25, vehicle on

road, 91' from departure end of runway, 257' left of centerline, up to 10' AGL/3678' MSL.

GRANGEVILLE. ID

IDAHO COUNTY (S80) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, NA - Obstacles.

DEPARTURE PROCEDURE: Rwv 25, Use MELLR DEPARTURE

GRANTS PASS, OR **GRANTS PASS**

TAKE-OFF MINIMUMS: Rwy 12, NA. Rwy 30, 4000-3 or std. with a min. climb of 360' per NM to 5000. DEPARTURE PROCEDURE: Rwy 30, climb via heading 320 until passing 5000, then climbing right turn direct

RBG VOR/DME. Cross RBG VOR/DME at or above MEA for route of flight.

GRAY AAF (KGRF)

FORT LEWIS. WA

.. Rwy 15, 300-1*

Rwv 33, 300-1** * Or standard with minimum climb of 430/NM to 500. ** Or standard with minimum climb of 380/NM to 600.

Rwy 15 climb runway heading to 700 then climbing left turn direct GR LOM. Rwy 33 climb runway heading direct GR LOM. Aircraft departing 330° CW 070° and 135° CW 260° bearing from GR LOM climb on course.

All others continue climb in GR holding pattern (Hold NW. RT. 147° inbound) to cross GR LOM at or above: 071° CW 134° bearing from GR LOM, 8500; 261° CW 329° bearing from GR LOM, 1500.

GREAT FALLS, MT

GREAT FALLS INTL

NOTE: Rwy7, obstruction light on lighted wind sock 237 from departure end of runway, 519' left of centerline, 34' AGL/3694' MSL. Obstruction light on building 2226 from departure end of runway, 614' left of centerline, 78' AGL/3738' MSL. Building on 681' from departure end of runway, 583' right of centerline, 48' AGL/3688' MSL. Multiple light poles beginning 1359' from departure end of runway, 440' right of centerline, up to 90' AGL/3746' MSL. Rwy 21, pole 1544' from departure end of runway, 791' left of centerline, 45' AGL/3725' MSL. Rwy 25, windmill 2.3 NM from departure end of runway, 4197'

right of centerline, 338' AGL/4003' MSL.

GREYBULL.WY SOUTH BIG HORN COUNTY (GEY)

ORIG-A 09239 (FA)

TAKE-OFF MINIMUMS: Rwv 25. 300-1 or std. w/min. climb of 260' per NM to 4200

DEPARTURE PROCEDURE: All runways for departures on GEY bearings 320° CW 150°, climb in GEY NDB holding pattern to 9000 before departing on course, then continue climb to MEA or assigned altitude. Departures GEY bearings 150° CW 320° climb

on course NOTE: Rwv 25, bush 4955' from DER, 1268' right of

centerline 2'AGI /4101'MSI

GUERNSEY.WY CAMP GUERNSEY

TAKE-OFF MINIMUMS: Rwv 14, 300-1 or std. with a

min_climb of 320' per NM to 4700_Rwv 32, 1400-2 or std, with a min, climb of 320' per NM to 5800. DEPARTURE PROCEDURE: Rwv 14, climb to 5600 via heading 150°, Rwv 32, climb to 5800 via heading 070°. All aircraft continue on course.

HAILEY.ID

FRIEDMAN MEMORIAL

TAKE-OFF MINIMUMS: Rwy 13, 2700-3 w/ min. climb of

307' per NM to 6400, or 3600-3 for climb in visual conditions. Rwv 31. NA-obstacles. DEPARTURE PROCEDURE: Rwv 13, Climbing right

turn heading 149°, then on 160° course to HLE NDB, or for climb in visual conditions: cross Friedman Memorial Airport at or above 8800 heading 151°, then on 151° course to HLE NDB.

NOTE: Rwy 13, multiple trees beginning 763' from departure end of runway, 3' right of centerline, up to 100' AGL/5345' MSL. Multiple trees beginning 1.3 NM from departure end of runway, 2587' right of centerline, up to 100'AGL/6099'MSL

HAMILTON, MT

RAVALLI COUNTY

DEPARTURE PROCEDURE: Use HAMEY RNAV DEPARTURE.



HAVRE MT HAVRE CITY-COUNTY (HVR)

AMDT 3 09351 (FAA)

TAKE-OFF MINIMUMS: Rwv 8, 300-134 or std. w/min.

climb of 217' per NM to 3300.

DEPARTURE PROCEDURE: Rwv 3. climb heading

032° to 3300 then climbing left turn to 8000 direct HVR

then climbing left turn to 8000 via HVR R-025 to HVR

VOR/DME thence...Rwv 8. climb heading 077° to 3300

VOR/DME thence...Rwv 21. climb heading 212° to 3300

then climbing right turn to 8000 direct HVR VOR/DMF

thence...Rwy 26, climb heading 257° to 3300 then climbing right turn to 8000 direct HVR VOR/DME

thence... ...continue climb in hold in HVR VOR/DME holding

pattern (hold west, right turns, 094° inbound) to cross

HVR VOR/DME at or above 8000 before proceeding on course.

NOTE: Rwv 3, pole 2682' from DER, 1044' left of

centerline, 21'AGL/2680'MSL, Rwv 8, obstruction light on windsock 59' from DER 224' left of centerline 9' AGL/2588' MSL, Tree 1192' from DER, 752' left of

centerline, 25' AGL/2610' MSL, Tank 1.3 NM from DER. 2287' left of centerline, 57' AGL/2797' MSL, Rwy 26.

light on windsock, 50' from DER, 225' right of centerline, 9'AGL/2589' MSL. Trees beginning 1617' from DER. 650' right of centerline, 25' AGL/2659' MSL.

HELENA. MT

HELENA RGNL (HLN)

ADMT 9 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 5, 2500-3 or std. w/min. climb of 250' per NM to 8100, or 1600-3 for climb in visual conditions. Rwy 9, std. w/min. climb of 240' per NM to 8100, or 1600-3 for climb in visual conditions. Rwv 23.1600-3 or std. w/min. climb of 560' per NM to

8100, or 1600-3 for climb in visual conditions, Rwv 27,1600-3 or std. w/min. climb of 390' per NM to 8100, or 1600-3 for climb in visual conditions. Rwys 16,34, NA. DEPARTURE PROCEDURE: Rwys 5,9, climbing left turn heading 270°. Rwys 23,27, climbing right turn heading 020°. All Aircraft: continue climb

northwestbound via HLN R-318 to 8100, then climbing right turn direct HLN VORTAC, cross HLN VORTAC at or above 9000, before proceeding on course, or for climb in visual conditions: cross Helena Rgnl airport northbound at or above 5300 and continue climbing via

HLN R-336 to WOKEN INT before proceeding on NOTE: Rwy 5, ground beginning 5' from departure end of runway, 495' right of centerline, up to 3826' MSL. Fence beginning 423' from departure end of runway, 331' right

of centerline, up to 10' AGL/3832' MSL. Rwy 23, pole 2198' from departure end of runway, 462' left of centerline, 76'AGL/3996'MSL, tree 1011'from departure end of runway, 379' left of centerline, 44' AGL/3964' MSL,

rod on building 953' from departure end of runway, 321' left of centerline, 323' AGL/943' MSL, tree 1519' from departure end of runway, 142' right of centerline, 53' AGL/3953' MSL. Rwy 27, buildilng 1593' from departure end of runway, 731' left of centerline, 58'AGL/6385' MSL. Ground beginning 101' from departure end of runway, 346' left of centerline, up to 3871' MSL. Tree 1567' from

departure end of runway, 616' left of centerline, 47' AGL/

HERMISTON OR HERMISTON MUNI NOTE: Rwv 4, tower 379' left of departure end of

runway 50' AGI /698' MSI Rwy 22, light pole 456' left

of departure end of runway, 44' AGL/684' MSL. HOQUIAM, WA

BOWERMAN TAKE-OFF MINIMUMS: Rwv 6 600-2 or std with a

min, climb of 260' per NM to 600. DEPARTURE PROCEDURE: Rwv 6. climbing right turn heading 110°: Rwy 24, climb runway heading. All aircraft climb to 600 continue climb on course.

HULETT. WY HULETT MUNI (W43)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 13, std, w/min, climb of 450' per NM to 6300, or 500-21/4 w/min, climb of 295'

per NM to 7700, or 2200-3 for climb in visual DEPARTURE PROCEDURE: Rwv 13. climb to 7700

climb in visual conditions: cross Hulett Muni Airport at or above 6300 before proceeding on course. Rwv 31. climbing right turn on a heading between 090° clockwise to 115° from departure end of runway to 7700 before proceeding on course.

via heading 132° before proceeding on course, or

NOTE: Rwv 13, road 398' from departure end of runway. 37' left of centerline, 15' AGL/4296' MSL, truck on road 1126' from departure end of runway, 346' right of centerline, 15' AGL/4334' MSL, trees beginning 4945' from departure end of runway, across centerline, up to 100' AGL/4657' MSL. Rwv 31, terrain 104' from departure end of runway, 420' left of centerline, 4200'

MSL, terrain 344' from departure end of runway, 233'

IDAHO FALLS, ID

IDAHO FALLS RGNL (IDA) AMDT 4 09351 (FAA)

left of centerline, 4207' MSL.

DEPARTURE PROCEDURE: All aircraft departing

IDA R-160 CW R-040 climb on course. All others climb direct IDA VOR/DME. Continue climb in IDA

holding pattern (South, left turns, 019° inbound) to cross IDA VOR/DME at or above 7500 before proceeding on course.

NOTE: Rwy 2, pole 1039' from DER, 758' left of centerline, 42' AGL/4762' MSL. Rwy 17, trees, flagpole, building, light and vent on buildings, and vehicle on road beginning 29' from DER, 10' right of centerline, up to 84' AGL/4820' MSL. Trees and vent on building beginning 569' from DER, 22' left of centerline, up to 35' AGL/4760' MSL. Trees, antenna, and light poles beginning 1853' from DER, 26' right of centerline, up to 121' AGL/4851' MSL. Rwy 35, trees and railroad beginning 410' from DER, 503' right of

JACKSON, WY

JACKSON HOLE

DEPARTURE PROCEDURE: Rwy 1, use GEYSER DEPARTURE. Rwy 19, use TETON DEPARTURE.

centerline, up to 49' AGL/4769' MSL, Tree 1034' from

DER, 715' left of centerline, 42' AGL/4762' MSL.

3906' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

JEROME.ID JEROME COUNTY (JER)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: Rwv 9. 500-134 or std. w/min.

climb of 435' per NM to 4700

DEPARTURE PROCEDURE: Rwv 9. climb heading 086° to 5300 before proceeding on course, Rwy 27.

climb heading 266° to 4800 before proceeding on course

NOTE: Rwv 9, bush 140' from DER, 500' left of

centerline, 16' AGL/4076' MSL, Poles starting 1432' from DER, 32' left of centerline, up to 47' AGL/4169' MSL. Sign 1473' from DER, 547' left of centerline, 49'

AGL/4119' MSL. Obstruction light on building 1510'

from DER, 6' left of centerline, 43' AGL/4103' MSL. Trees starting 1651' from DER, 100' left of centerline. up to 53' AGL/4137' MSL. Building 2186' from DER.

173' left of centerline, 29' AGL/4119' MSL, Rising terrain starting 2549' from DER, 560' left of centerline.

up to 4219' MSL, AG equip 4752' from DER, 517' left of centerline, 26' AGL/4175' MSL, Poles starting 600' from DER, 254' right of centerline, up to 48' AGL/4173' MSL. Rwy 27, fence starting 18' from DER, 440' left of centerline, up to 9' AGL/3969' MSL.

JOHN DAY, OR

GRANT COUNTY RGNI /OGII VIE FIFI D (GCD)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9, 17, 35, NA. Terrain.

DEPARTURE PROCEDURE: Rwv 27, climbing left turn to 12000 heading 270° and IMB R-100 to IMB VORTAC. climb in IMB VORTAC holding pattern (E. right turns. 280° inbound) to cross IMB VORTAC at or above MEA for route of flight.

NOTE: Rwv 27, fence beginning 195' from departure end of runway, 50' right of centerline, up to 16' AGL/3665' MSL. Trees beginning 229' from departure end of runway, 261' right of centerline, up to 26' AGL/3662'

MSL. Bush 389' from departure end of runway, 438' right of centerline, 20' AGL/3659' MSL.

KALISPELL, MT GLACIER PARK INTI

DEPARTURE PROCEDURE: Use SKOTT DEPARTURE.

KELSO. WA

SOUTHWEST WASHINGTON RGNL TAKE-OFF MINIMUMS: Rwv 12, NA, Rwv 30, 1200-2 or

std. with a min. climb of 320' per NM to 1300. DEPARTURE PROCEDURE: Departure procedure

limited to CAT A.B aircraft, Rwv 30, climb straight ahead to 1500 then climbing right turn direct LSO NDB. Continue climb in holding pattern (N, right turns, 171° inbound) to cross LSO NDB at or above 3000 direct BTG VORTAC or MEA for route of flight.

KEMMERER WY KEMMERER MUNI (EMM)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: Rwvs 4.10.22.28. NA-Rwv

DEPARTURE PROCEDURE: Rwv 16, climb to 12000 via

heading 166° and EBR VOR/DME R-330 to EBR VOR/ DME before proceeding on course Rwv34, climb via heading 346° to 8200 then climbing right turn to 12000 via heading 125° and FBR VOR/DMF R-345 to FBR VOR/ DMF before proceeding on course

KLAMATH FALLS, OR KI AMATH FALLS

TAKE-OFF MINIMUMS: Rwv 7 NA Rwv 14 1100-3 or

std, with a min, climb of 275' per NM to 5500. Rwy 25. 3300-3 or std. with a min_climb of 250' per NM to 7400. Rwv 32, 2000-3 or std, with a min, climb of 320' per NM to 6300 DEPARTURE PROCEDURE: Rwys 14.25 climbyia runway heading to 6000 then climbing right turn direct LMTVORTAC thence Rwv32 climb via runway heading to 5500 then climbing left turn direct LMT VORTAC, thence... climb in LMT holding pattern (W.

right turns 070° inbound) to cross LMT VORTAC at or

LA GRANDE, OR LA GRANDE/UNION COUNTY

above 8000.

TAKE-OFF MINIMUMS: Rwv 12. Cat A/B 2900-3 or std. with a min, climb of 350' per NM to 6100. Cat C/D 4500-3 or std. with a min_climb of 500' per NM to 7800. Rwy 30, Cat A/B 2900-3 or std. with a min. climb of 350' per NM to 6100. Cat C/D 3600-3 or std. with a min. climb of 450' per NM to 6800. **Rwy 34,** 2900-3 or std. with a min.

climb of 350' per NM to 6100. Rwy 16, 2000-3 or std. with a min, climb of 500' per NM to 5000. DEPARTURE PROCEDURE: Rwy 12,16, climbing left turn direct LGD NDB, thence: Rwvs 30.34, climbing right turn heading 010°, thence; all aircraft climb to 7000 via the 339° bearing from LGD NDB, then climbing right turn

LAKEVIEW. OR

direct LGD NDB.

LAKE COUNTY

TAKE-OFF MINIMUMS: Rwv 16, 3700-5 or std. with a min, climb of 320' per NM to 8800, Rwv 34, 2500-5 or std. with a min. climb of 320' per NM to 8500. DEPARTURE PROCEDURE: Rwy 16, climbing right turn

via LKV R-163 to LKV VORTAC. Rwy 34, climbing left turn heading 320° to intercept LKV R-148 then via LKV R-148 to LKV VORTAC. All aircraft continue climbing in the LKV VORTAC holding pattern (NW, right turns, 148° inbound) to MEA for route of flight.

LARAMIE. WY

LARAMIE RGNL

DEPARTURE PROCEDURE: Rwv 3, turn left. 12.21, turn right. All aircraft climb direct LAR VORTAC. continue climb in holding pattern (W, left turns, 107° inbound) to cross LAR VORTAC at or above; westbound V4, 10600. All others cross LAR VORTAC at or above MEA for direction of flight.



LAUREL, MT LAURFI MUNI

TAKE-OFF MINIMUMS: Rwvs 9.14.27.32. NA. DEPARTURE PROCEDURE: Rwy 22 turn left All aircraft climb direct BIL VORTAC

I FWISTON ID

I FWISTON-NEZ PERCE COUNTY

DEPARTURE PROCEDURE: Rwys 8.11.26.29 turn left

direct MOG VOR/DMF Continue climb in holding pattern (W. left turns, 066° inbound) to cross MQG VOR/DMF at or above 3600

I FWISTOWN MT I FWISTOWN MUNI

TAKE-OFF MINIMUMS: Rwy 2, 1800-2 or std. with a min. climb of 280' per NM to 6900. Rwv 7.12, 900-2 or std. with a min. climb of 220' per NM to 6200.

DEPARTURE PROCEDURE: Rwys 2.30 turn left Rwys 7.12.20, turn right, Rwy 25, climb runway heading Allaircraft climb direct I WT VORTAC Continue climb in holding pattern (W. right turns, 094° inbound) to MEA for route of flight.

LEXINGTON, OR

LEXINGTON

TAKE-OFF MINIMUMS: Rwy 26, std. with min. climb of 280' per NM to 7600, or 1600-2 ½ for climb in visual conditions Rwv8, std with min_climb of 490' per NM to 4200, or 1600-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwvs 8.26, for climb in

visual conditions: cross Lexington Airport at or above NOTES: Rwv 8, trees 1.42 NM from departure end of runway, 2386' left of centerline, 100' AGL/2159' MSL.

Trees 1.48 NM from departure end of runway, 2755' left of centerline, 100' AGL/2179' MSL.

LIBBY, MT

LIBBY

TAKE-OFF MINIMUMS: Rwy 33, not authorized. Rwy 15, use EYESE RNAV DEPARTURE.

LIVINGSTON. MT

MISSION FIELD (LVM)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: Rwys 8,13,26,31, NA-Enjvironmental

DEPARTURE PROCEDURE: Rwvs 4.22. use LIVINGSTON DEPARTURE.

MADRAS, OR MADRAS MUNI (\$33)

ORIG-A 09043 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, std w/a min_climb of

298' per NM to 3900 or 1100-21/2 for climb in visual conditions Rwy 22 std w/amin climb of 281 ner NM to 3900 or 1100-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 4, 34, climbing left

turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course Rwy 16, climbing right turn heading 210° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or .Rwv 22, climb heading 216° and DSD R-348 to DSD VORTAC to 7000 before proceeding on course or

for climb in visual conditions: cross Madras Muni at or above 3400 MSL, then direct DSD VORTAC to 7000 before proceeding on course

MC CALL. ID

MC CALL MUNI (MYL)

AMDT 2 09127 (FAA) TAKE-OFF MINIMUMS: Rwv 34, NA-Obstacles

DEPARTURE PROCEDURE: Rwv 16 use MCCALL DEPARTURE.

MC CHORD AFB (KTCM) TACOMA, WA

DEPARTURE PROCEDURE: Rwv 16. Track heading 160°, turn left to intercept SEA VORTAC R-168 (V495)

to SEA 168/37.1 DME (ALDER), Cross ALDER at or above 4000, After ALDER, maintain MEA/MOCA for route of flight, Rwv 34, Track heading 340°, then turn right to intercept SEA VORTAC R-168 (V495) to SEA R-168/37.1 DME (ALDER), Cross ALDER at or above 4000. Maintain MEA/MOCA for route of flight. TAKEOFF OBSTACLES: Rwv 16. Grove of trees 143'

AGL/454' MSL, 4892' from DER, 1353' left of centerline. Grove of trees 102' AGL/419' MSL, 2395' from DER. 1028' right of centerline. Trees 136' AGL/447' MSL, 2867' from DER, 1261' left of centerline, Trees 120' AGL/430' MSL, 2594' from DER, 1113' left of centerline. Trees 85' AGL/394' MSL, 2310' from DER, 957' left of centerline, Trees 83' AGL/392' MSL, 2006' from DER. 959' left of centerline, Trees 87' AGL/389' MSL, 1758' from DER, 971' left of centerline, Rwv 34. Tree 106' AGL/348' MSL, 2307' from DER, 1038' left of centerline.

Tree 121' AGL/370' MSL, 3190' from DER, 526' right of centerline. Aircraft 65' AGL/317' MSL, 186' from DER. 407' left of centerline, Tree 64' AGL/343' MSL, 2260' from DER, 1036' left of centerline, Building 40' AGL/321' MSL, 1668' from DER, 810' left of centerline.



MC MINNVILLE. OR MC MINNVILLE MUNI (MMV)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 400-11/4 or std. w/min.

climb of 238' per NM to 400, or alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 2000' prior to departure end of runway Rwy 17, std w/min_climb of

300' per NM to 1200 or 1800-21/2 for climb in visual conditions, Rwv 22, std, w/min, climb of 303' per NM to 1400 or 1800-21/2 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 4, climb heading 038° to intercept UBG R-170 to UBG VOR/DME, thence

Rwy 17.22, climbing left turn to intercept UBG R-183 to UBG VOR/DMF thence or for climb in visual conditions: cross Mc Minnville Muni at or above 1800

before proceeding on course, Rwv 35, climb heading

347° to intercept UBG R-221 to UBG VOR/DME.

thence ... continue climb in UBG VOR/DME holding pattern (S. left turns, 003° inbound) until reaching MEA for route of

NOTE: Rwv 4, multiple trees beginning 2040' from departure end of runway, 353' left and 209' right of

centerline, up to 100' AGL/339 feet MSL, Rwv 17, tree 1719' from departure end of runway, 456' right of centerline, 100' AGL/231' MSL, Tree 1760' from departure end of runway, 627' left of centerline. 100' AGL/257' MSL. Rwv 22. multiple trees beginning 282' from departure end of runway, 120' left and 144' right of centerline, up to 100' AGL/246' MSL. Tree 4047' from departure end of runway, 1319' left of centerline, 100' AGL/284' MSL. Rwv 35, multiple trees beginning 1551' from departure end of runway, 229' right of centerline, up

MEDFORD.OR

to 100' AGL/277'MSL.

ROGUE VALLEY INTL-MEDFORD (MFR) AMDT 9 09015 (FAA)

TAKE-OFF MINIMUMS: Rwvs 9.27. NA-Obstacles. Rwv 14, std. w/min, climb of 430' per NM to 4600, or 2900-3 for climb in visual conditions. Rwy 32, std. with a min. climb of 260' per NM to 6800, or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 14. climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Roque Valley Intlairport at or above 4100 before proceeding direct OED VORTAC... Rwy 32, climbing right turn direct OED VORTAC, or for climb in visual conditions, cross Rogue Valley Intl

airport at or above 4100 before proceeding direct OED VORTAC... ...all aircraft climb in OED VORTAC holding pattern

(hold NW, right turns, 153° inbound) to cross OED VORTAC at or above 6400.

MISSOULA, MT

MISSOULA INTL (MSO)

AMDT 8 08213 (FAA)

TAKE-OFF MINIMUMS: Rwys 7,25, NA-Obstacles DEPARTURE PROCEDURE: Rwvs 11. 29. use GRZLY DEPARTURE.

MOSES LAKE, WA GRANT COUNTY INTI NOTE: Rwv 14R, antenna 3902' from departure end of

runway, 828' right of centerline, 98' AGL/1268' MSL. Rwv 18, pole 405' from departure end of runway 334' right of centerline, 30' AGL/1209' MSL, Windsock 496' from departure end of runway 371' left of centerline 16' AGL/1195' MSL. Rwv 32L, pole 1326' from departure end of runway, 373' left of centerline, 22' AGL/1202' MSI

MOUNTAIN HOME AFB (KMUO) MOUNTAIN HOME. ID 07270

Rwv12.30 6700-3*

* Or standard with minimum climb of 270/NM to 9100. TAKE-OFF OBSTACLES: Rwv 12. Terrain 0' AGL/

3028' MSI 1224' from DER 744' right of centerline Terrain 0' AGL/3035' MSL, 824' from DER, 721' right of centerline, Terrain 0' AGL/3035' MSL, 507' from

DER, 636' right of centerline, Terrain 0' AGL/ 3022' MSL, 49' from DER, 202' right of centerline. Terrain 0' AGL /3018' MSL 148' from DER 328' left of centerline, Terrain 0' AGL/3016' MSL, 300' from DER. 580' left of centerline. Road/Vehicle 15' AGL/ 3044' MSL. 1147' from DER, 794' right of centerline. Powerpole 35' AGL/3069' MSL, 2914' from DER. 940' right of centerline. Tower 30' AGL/3032' MSL. 1067' from DER, 902' right of centerline, Tower 28' AGL/3039' MSL, 1172' from DER, 796' right of centerline. Tower 45' AGL/3054' MSL, 2152' from DER, 1478' left of centerline, Rwv 30. Terrain 0' AGL/2995' MSL, 40' from DER, 492' left of

DER, 467' right of centerline, Terrain 0' AGL/ 3006' MSL, 507' from DER, 636' right of centerline. Terrain 0' AGL/3007' MSL, 570' from DER, 653' right of centerline, Road/Vehicle 35' AGL/3019' MSL, 954' from DER, 773' left of centerline.

centerline, Terrain 0' AGL/2999' MSL, 370' from

MOUNTAIN HOME, ID

MOUNTAIN HOME MUNI

TAKE-OFF MINIMUMS: Rwy 10, 3500-2 or std. with a min, climb of 305' per NM to 7300, Rwy 28, 3500-2 or std, with a min, climb of 290' per NM to 7300. DEPARTURE PROCEDURE: Rwv 10, climbing left turn direct STI NDB. Rwy 28, climbing right turn direct STI NDB. All aircraft departing STI NDB bearing 080° CW 340° climb on course. All others continue climb in hold (E. left turns, 271° inbound) to cross STI NDB at or above 7300.

NAMPA. ID

NAMPA MUNI

DEPARTURE PROCEDURE: Rwy 11, climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPA NDB at or above 5500 before proceeding on course. Rwy 29, climb runway heading to 3700 then climbing right turn direct MPA NDB, continue climb in MPA holding pattern (NW, right turns, 145° inbound). Depart MPANDB at or above 5500 before proceeding on NOTE: Rwy 11, 70' AGL tree, 1225' from departure end of

runway, 90' right of centerline.

 $\overline{f V}$ take-off minimums and (obstacle) departure procedures

OLYMPIA. WA

OLYMPIA RGNI (OLM)

AMDT 5A 09127 (FAA)

visual conditions.

TAKE-OFF MINIMUMS: Rwv 17, 300-2 or std. with a

DEPARTURE PROCEDURE: Rwv 8, climb heading

085° to 1000 then climbing left turn direct OLM VORTAC, thence...Rwy 17, climb heading 172° to 1200

turn direct OLM VORTAC, thence...

min, climb of 706' per NM to 600, or 2200-3 for climb in

then climbing right turn direct OLM VORTAC, thence.

or climb in visual conditions to cross QLM VORTAC at

or above 2300, thence... Rwy s 26.35, climbing right

... continue climb in OLM VORTAC holding pattern

VORTAC at or above MEA/MCA for route of flight.

NOTE: Rwv 8, multiple trees beginning 880' from DER.

Multiple trees beginning 1636' from DER, 131' right of centerline, up to 100' AGL/320' MSL, Rwv 17, multiple trees beginning 1008' from DER, 24' left of centerline.

up to 100' AGL/490' MSL. Multiple trees beginning 752'

from DER, 3' right of centerline, up to 100' AGL/370'

beginning 475' from DER, 595' left of centerline, up to

100' AGL/330' MSL. Multiple trees beginning 338' from

DER, 339' right of centerline, up to 100' AGL/309' MSL.

Rwv 35, multiple trees beginning 2176' from DER, 198'

DER, 621' right of centerline, up to 100' AGL/315' MSL.

left of centerline, up to 100' AGL/313' MSL. Multiple

trees and field light on hangar beginning 657' from

TAKE-OFF MINIMUMS: Rwv 17, 2200-2 or std. with a

DEPARTURE PROCEDURE: Rwv 17, use GETNG

DEPARTURE PROCEDURE: Rwy 32, climb to 9600 on

a heading between 010° CW to 141° from departure end

of runway or minimum climb of 280' per NM to 9600 for

NOTE: Rwy 14, multiple trees, poles, and buildings beginning 90' from departure end of runway, 157' right of

centerline up to 120' AGL/2314' MSL. Multiple trees,

of runway, 506' left of centerline up to 120' AGL/2314'

MSL. Rwy 32, multiple trees, poles, and buildings

centerline up to 100' AGL/2458' MSL. Multiple trees,

runway, 472' right of centerline up to 100' AGL/2431'

poles, and buildings beginning 502' from departure end

beginning 340' from departure end of runway, 405' left of

poles, and buildings beginning 2' from departure end of

min. climb of 300' per NM to 4200, Rwv 35, NA.

RNAV DEPARTURE. Rwy 35, NA.

MSL. Rwy 26, multiple trees and WSK on building

(south, right turn, 356° inbound) to cross OLM

214' left of centerline, up to 100' AGL/343' MSL.

NEWCASTI F. WY MONDELL FIELD (ECS) AMDT 3A 09267 (FAA)

TAKE-OFF MINIMUMS: Rwvs 5.17.23.35, NA. Rwv 13. 200-1 or std. with a min. climb of 275' per NM to 4400. Rwv 31, 300-1 or std with a min_climb of 300' per NM to

4600 DEPARTURE PROCEDURE: Rwv 31, climbing left turn All aircraft climb to 5500 via ECS R-143, then climbing

right turn direct ECS VOR, continue climb on course.

NOTE: Rwv 13, fence posts, beginning 299' from DER 218' left of centerline, up to 10' AGL/4190' MSL, Light on antenna 1951' from DER, 879' left of centerline, 84' AGL/4244' MSL. Rwv 31, multiple poles, beginning 74'

from DER, 237' right of centerline, up to 20' AGL/4200' MSI_Bush 5787'from DER_1441' right of centerline_13'

MSL/4363' MSL, Railroad 735' from DER, 314' right of 254'right of centerline, 15' AGL/4187'MSL.

centerline 30'AGL/4202' MSL, Road 207' from DER. **NEWPORT.OR**

NEWPORT MUNI TAKE-OFF MINIMUMS: Rwv 2 NA Rwv 16 500-2 or std, with a min, climb of 310' per NM to 800

DEPARTURE PROCEDURE: Rwv 2. NA. Rwv 16. turn right, Rwy 34, turn left, Aircraft departing via ONP R-180 CWR-320 depart on course. All others continue climbing via ONP R-200 to 1500 then climbing left turn

direct ONP VORTAC. Cross ONP VORTAC at or above 2200 NORTHBEND, OR SOUTHWEST OREGON RGNL (OTH) AMDT 4B 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 4, 800-2 or std. with a min. climb of 340' per NM to 900. Rwy 13,800-2. Rwys 16,34, NA-Rwy closed. Rwy 31, 300-2 or std. with a

min, climb of 240' per NM to 400.

DEPARTURE PROCEDURE: Rwys 4,31, turn left. Rwys 13, 22, turn right. All aircraft climb via OTH VORTAC R-250 to 1300 then climbing right turn direct OTH NOTE: Rwy 13, spire 3468' from departure end of runway, 1128' left of centerline, 55' AGL/243' MSL, multiple trees beginning 3068' from departure end of runway, 78' left of centerline, up to 132' AGL/291' MSL.

OAKHARBOR, WA A J EISENBERG (OKH) ORIG-A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwy 7, 300-1. Rwy 25, 300-1 DEPARTURE PROCEDURE: Rwy 7. climb via heading

071° to 2000, then climbing right turn direct CVV VOR/DME. Continue climb on course. Rwy 25, climb

CVV VOR/DME. Continue climb on course. NOTE: Rwy7, multiple trees beginning 1167' from DER, 212' left of centerline, up to 80' AGL/319' MSL. Multiple

trees beginning 664' from DER, 208' right of centerline,

via heading 251° to 2100, then climbing left turn direct

up to 80' AGL/299' MSL. Fence 612' from DER, right

bushes beginning 240' from DER, 64' left of centerline,

up to 8' AGL/227' MSL. Rwy 25, cars on road 87' from

DER, left and right of centerline, up to 15' AGL/174' MSL. Multiple trees beginning 2271' from DER, right and left of centerline, up to 80' AGL/279' MSL.

and left of centerline, 10' AGL/229' MSL. Multiple

PASCO, WA TRI-CITIES

MSL.

OMAK. WA

ONTARIO.OR

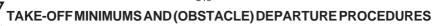
ONTARIO MUNI (ONO)

AMDT 3 08325 (FAA)

all other courses.

OMAK

DEPARTURE PROCEDURE: All runways, climb runway heading to 1000, thence... Rwy 12, turn left. All others turn right. All aircraft climb direct PSC VOR/DME before proceeding on course.



PORT ANGELES, WA PORT ANGELES CGAS

DEPARTURE PROCEDURE: Conter departure, climb from landing area direct to EDIZ HOOK NDB. Continue climb in holding pattern (NE_right turns_237° inbound)

to MEA for direction of flight. WILLIAM R FAIRCHILD INTI

DEPARTURE PROCEDURE: Rwvs 8.13.26.31. use WATTR FIVE DEPARTURE

PORTI AND OR PORTLAND INTL (PDX)

AMDT 6 09015 (FAA) TAKE-OFF MINIMUMS: Rwv 3, 500-3 or std. w/min.

climb of 400' per NM to 600, Rwy 10L/R, std. w/min. climb of 270' per NM to 2900, Rwy 21, std. w/min, of

310' per NM to 1800.

DEPARTURE PROCEDURE: Rwv3, climb heading 025° to 700, then climbing left turn direct BTG

VORTAC, thence ... Rwvs 10L.10R, climb heading 099° to 500, then climbing left turn direct BTG VORTAC. thence ... Rwy 21, climb heading 205,03 to 500, then

climbing right turn direct BTG VORTAC, thence Rwys 28L, 28R, climb heading 279° to 500, then climbing right turn direct BTG VORTAC, thence continue climb in BTG VORTAC holding pattern (hold NW, right turns, 149° inbound) to cross BTG VORTAC at or above MCA/MEA before proceeding on NOTE: Rwv 3. signs, tower, trees, and vehicle on road beginning 468' from departure end of runway, 28' left of centerline, up to 100' AGL/449' MSL. Poles, trees, and vehicle on road beginning 609' from departure end of

runway, 7' left of centerline, up to 100' AGL/416' MSL.

Rwv 10L, rising terrain and vehicle on road beginning 7' from departure end of runway, 376' left of centerline, up to 17' AGL/60' MSL, Rwy 10R, pole 1996' from departure end of runway, 758' right of centerline, 54' AGL/74' MSL. note: Rwv 21, trees beginning 1319' from departure end

of runway, 155' right of centerline, up to 100' AGL/318' MSL. Poles and trees beginning 353' from departure end of runway, 36' left of centerline, up to 100' AGL/317' MSL. Rwv 28L, trees 1873' from departure end of runway, 836' left of centerline, 50' AGL/88' MSL. Rwy 28R, multiple signs, poles, and vehicle on road

of centerline, up to 27' AGL/69' MSL.

beginning 876' from departure end of runway, 654' right

Rwy 25 climb direct PDT VORTAC, thence ... continue climb in PDT VORTAC holding pattern

at or above MEA before proceeding on course NOTE: Rwv 16, multiple trees beginning 232' from DER.

348' right of centerline, up to 100' AGL/1579' MSL.

MSL. Rwy 29, terrain 189' from DER 247' left of

PINEDALE/RALPH WENZ FIELD (PNA)

left turn direct PDT VORTAC, thence

FASTERN OREGON RGNI, AT PENDI ETON

DEPARTURE PROCEDURE: Rwvs 7, 29, 34, climbing

Rwys 11, 16, climbing right turn direct PDT VORTAC

(West left turn 073° inbound) to cross PDT VORTAC

Rwy 25, multiple antennas and terrain beginning 203'

from DER 259' left of centerline up to 13' AGL /1512'

TAKE-OFF MINIMUMS: Rwy 29, std. with a min. climb

of 310' per NM to 8300, or 4900-3 for climb in visual

DEPARTURE PROCEDURE: Rwv 11, climbing right

turn to 10000 via heading 190° and BPIR-040 to BPI

VOR/DME before proceeding on course, Rwy 29.

climbing left turn to 10000 via heading 230° and BPI R-020 to BPI VOR/DME before proceeding on course

Wenz Field at or above 11800 before proceeding on

NOTE: Rwy 12, multiple bushes beginning 47' from

departure end of runway, 71' left of centerline, up to 12'

AGL/2251' MSL. Multiple bushes beginning 362' from

departure end of runway, 514' right of centerline, up to

12' AGL/2251' MSL, Rwv 30, multiple bushes and road

beginning 68' from departure end of runway, 75' right of

centerline, up to 12' AGL/2303' MSL. Multiple bushes

beginning 217' from departure end of runway, 60' left of

or for climb in visual conditions; cross Pinedale/Ralph

PENDLETON, OR

AMDT 3 09183 (FAA)

centerline 1493 MSI

AMDT 2 09295 (FAA)

PINEDALE. WY

course.

SHER-WOOD

PLENTYWOOD, MT

POCATELLO RGNL (PIH) AMDT 7 09351 (FAA) DEPARTURE PROCEDURE: use KNURL ONE

centerline, up to 12' AGL/2296' MSL.

DEPARTURE.

POLSON, MT

POCATELLO, ID

POLSON TAKE-OFF MINIMUMS: Rwy 18, N/A-extremely

precipitous terrain. Rwy 36, standard with a min. climb of 270' per NM to 8400'. DEPARTURE PROCEDURE: Rwy 36, Use ANGIL

RNAV DEPARTURE. NOTES: Rwy 36, Road 509' from departure end of

runway, 2955' MSL. Trees 2.39 NM from departure end of runway, 3383' left of centerline, 100' AGL/3179 MSL, Rapidly rising precipitous terrain left and right of centerline running along southern Flathead River ridges.



PORTLAND, OR (CON'T) PORTLAND-HILLSBORO

TAKF-OFF MINIMUMS: Rwv 30. 200-11/4 or std. with a

min, climb of 223' per NM to 500. Alternatively, with standard take-off minimums and a normal 2001/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway DEPARTURE PROCEDURE: Rwv 12, climbing right

turn direct UBG VOR/DME...Rwvs 2, 20, 30, climbing left turn direct UBG VOR/DMF

...all aircraft climb in UBG VOR/DME holding pattern

(west, right turn, 108° inbound) to cross UBG VOR/ DME at or above MEA/MCA for direction of flight before proceeding on course. NOTE: Rwv 2, multiple roads beginning 246' from

departure end of runway, 3' right of centerline, up to 15' AGL/220' MSL, Rwy 12, multiple trees beginning 1842' from departure end of runway, 222' left of centerline, up to 125' AGL/324' MSL. Multiple trees beginning 3629' from departure end of runway, 46' right of centerline, up to 143' AGL/332' MSL. Rwy 20, multiple trees and pole beginning 967' from departure end of runway, 118' left of centerline, up to 93' AGL/292' MSL. Vent of hangar 63' from departure end of runway, 428' left of centerline, 26' AGL/225' MSL. Multiple trees and antenna on building beginning 965' from departure end of runway, 449' right of centerline, up to 74' AGL/273' MSL, Rwv 30, multiple trees beginning 1664' from departure end of runway. 623' right of centerline, up to 194' AGL/363' MSL. Pole 702' from departure end of runway, 603' left of centerline. 26' AGL/215' MSL.

PORTI AND-TROLITDALE

TAKE-OFF MINIMUMS: Rwy7, 3600-2 or std. with a min, climb of 380' per NM to 4100, Rwy 25, 900-2 or std. with a min, climb of 360' per NM to 1000.

DEPARTURE PROCEDURE: Rwy7, turn left. Rwy 25, turn right, All aircraft climb via BTG R-125

direct BTG VORTAC, Continue climb on BTG R-329 within 10 NM to cross BTG VORTAC at or above: BTG R-355 CW R-055 or R-085 CW R-115 5000; all others 2500.

POWELL, WY

POWELL MUNI

TAKE-OFF MINIMUMS: Rwy 3,16,21,34, NA. DEPARTURE PROCEDURE: Rwy 13, turn right. Rwv 31, turn left, All aircraft climb direct COD VOR/DME. Aircraft departing COD R-350 CW R-170 climb on course. All others continue climb in COD VOR/DME holding pattern (N. left turns, 189° inbound) to cross COD VOR/DME at or above 8800

PRINEVILLE, OR PRINEVILLE (S39)

AMDT 1 08213 (FÁA)

TAKE-OFF MINIMUMS: Rwv 10, std, w/min, climb of

350 feet per NM to 6500, or 2400-3 for climb in visual conditions Rwv 15, std w/min_climb of 470' per NM to 6200, or 2400-3 for climb in visual conditions. Rwy 28. std w/min_climb of 450' per NM to 6700_or 2400-3 for climb in visual conditions Rwv 33, std. w/min.climb.of. 380' per NM to 6700, or 2400-3 for climb in visual DEPARTURE PROCEDURE: Rwv 10, climb heading

102° to 6500 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course, Rwy 15, climb heading 154° to 6200 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 28. climb heading 282° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. Rwv 33, climb heading 334° to 6700 before proceeding on course or for climb in visual conditions cross Prineville Muni airport at or above 5600 before proceeding on course. NOTE: Rwv 10, trees beginning 2693' from departure end

of runway, 545' right of centerline, up to 100' AGL/3339' MSL. Rwv 15. trees beginning 1129' from departure end of runway 697' right of centerline up to 100' AGL /3319' MSL. Rwy 28, trees beginning 1803' from departure end of runway, 74' right of centerline, up to 100' AGL/3319' MSL. Rwv 33, trees beginning 2636' from departure end of runway, 379' right of centerline, up to 100' AGL/3319'

PULLMAN-MOSCOW, WA

PULLMAN-MOSCOWRGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-11/4 with a min. climb of 278' per NM to 4400, or 4600-3 for climb in visual conditions. Rwv 23, 300-1 or std, with a min. climb of 361' per NM to 4700.

DEPARTURE PROCEDURE: Rwv 5, climbing left turn direct PUW VOR/DME, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight, or for climb in visual conditions: cross Pullman-Moscow Ronl at or above 4500. Rwy 23, climbing left turn via PUW VOR/DME R-021, cross PUW VOR/DME at or above 4700, continue climb in PUW VOR/DME holding pattern (SW, left turn, 032° inbound) to cross PUW VOR/DME at or above MEA for direction of flight.

NOTE: Rwv 5, multiple trees and terrain left and right of centerline, beginning 614' from departure end of runway, 424' right of centerline up to 50' AGL/2677' MSL. Terrain 3503' from departure end of runway, 770' left of centerline, 50' AGL/2608' MSL. Rwy 23, multiple trees, terrain, fences, poles, and tanks beginning 669' from departure end of runway, 412' right of centerline, up to 52' AGL/2769' MSL.



PUYALLUP, WA

PIERCE COUNTY-THUN FIELD (PLU) AMDT 1A 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 16, 34, 300-1 DEPARTURE PROCEDURE: Rwv 16, climbing right

turn, Rwv 34, climb runway heading, All aircraft climb via

SEAR-158 to COTNY INT/SEA 18.1 DME. Continue in

COTNY holding pattern (Hold S. left turns, 338°

inhound) to depart COTNY at or above: 001° CW 090° 3500.090° 3500.091°CW 120° 10.400.121° CW 170°

2700.171°CW360°1500.

NOTE: Rwv 16. light pole 511' from DER, 567' right of centerline, 40' AGL/552' MSL. Multiple poles on building

beginning 187' from DER, 416' left of centerline, up to 575' MSL. Multiple trees beginning 363' from DER, 656' left of centerline to 540' right of centerline, up to 662'

MSL, Vehicles on road beginning 1149' from DER, 512'

right of centerline, up to 15' AGL/582' MSL. Terrain

beginning 1293' from DER, 529' left of centerline to 352' right of centerline, up to 581' MSL. Pipe 1520' from

DER, 303' left of centerline, 574' MSL, Rwv 34, multiple trees beginning 58' from DER 591' left of centerline to 1029' right of centerline, up to 694' MSL. Flagpole 1155'

from DER, 464' left of centerline, 578' MSL, Building 564' from DER, 410' left of centerline, 555' MSL.

RAWLINS. WY RAWLINS MUNI/HARVEY FIELD

TAKE-OFF MINIMUMS: Rwv 4, 600-2 or std, with a min.

climb of 440' per NM to 7500. Rwy 22, 1500-2 or std. with a min climb of 365' per NM to 8700. Rwvs 10.28, NA.

DEPARTURE PROCEDURE: Rwy 4, turn right. Rwy 22, turn left, Climb to 10000 via RWL R-200 and CKW R-080 to CKW VOR/DME then via assigned route. Aircraft departing eastbound V4 or V6 climb via RWLR-

200 to assigned route then climb on course. REDMOND. OR

ROBERTS FIELD (RDM)

9351

AMDT 5 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 22, std. w/min. climb of

269' per NM to 4700. Rwy 28, std. w/min. climb of 276' per NM to 4800. DEPARTURE PROCEDURE: Rwv 4. climbing left turn via heading 265° and DSD R-047 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 10, climbing right turn via heading 240° and DSD R-090 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 22, climb heading 222° and DSD R-090 to DSD VORTAC,

climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course. Rwy 28, climbing left turn via heading 275° and DSD R-045 to DSD VORTAC, climb in DSD VORTAC holding pattern (hold North, right turn, 168° inbound) to cross DSD VORTAC at or above MEA for route of flight before proceeding on course.

NOTE: Rwy 28, numerous trees beginning 1' from DER, 356' right of centerline, 12' AGL/3079' MSL. Tree 364' from DER, 448' left of centerline, 15' AGL/3054' MSL.

RENTON, WA

REXBURG.ID

conditions Rwv 34 500-2% or std with a min_climb of

315' per NM to 700.

DEPARTURE PROCEDURE: Rwv 16, climb heading

of 405' per NM to 800, or 1100-21/2 for climb in visual

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb

AMDT 7 09351 (FAA)

MEA/MCA for direction of flight.

REXBURG-MADISON COUNTY

flight before proceeding on course.

runway, 500' left of centerline.

RENTON MUNI (RNT)

157° to 700, then climbing right turn direct SEA

VORTAC, thence.... or for climb in visual conditions:

MSL, then proceed on SEA R-029 to SEA VORTAC.

thence... Rwv 34, Climb heading 337° to 700, then

...Climb in SEA VORTAC holding pattern (East, left

NOTES: Rwv 16, trees, towers, lights and blast shield

AGL/574' MSL. Trees, lights and sign beginning 40'

from DER, 54' right of centerline, up to 100' AGL/297'

MSL. Rwv 34. Trees and terrain beginning 1.6 NM

from DER, 104' left of centerline, up to 100' AGL/485'

DER, 7' right of centerline, up to 100' AGL/426' MSL.

DEPARTURE PROCEDURE: Rwv 17, climbing right

turn, Rwv 35, climbing left turn. All aircraft climb via

NOTE: Rwv 17, 100'AGL trees 125' from departure end

trees 350' from departure end of runway, 450' right of

centerline, 100' AGL trees 750' from departure end of

of runway, 350' left of centerline, Rwy 35, 100' AGL

IDA VOR/DME R-015 to RIGBY Int to MEA for route of

MSI Trees terrain and wood piling beginning 75' from

turns, 290° inbound) to cross SEA VORTAC at or above

beginning 185' from DER 4' left of centerline up to 100'

climbing left turn direct SEA VORTAC thence

cross Renton Muni Airport westbound at or above 1000

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



RICHI AND WA RICHI AND

TAKE-OFF MINIMUMS: Rwv 1, 200-1 or std. w/min.

climb of 310' per NM to 700. Rwy 19. std. w/min. climb of 480' per NM to 2300, or 1800-21/2 for climb in visual conditions, Rwv 26, 500-21/2 or std, w/min, climb of 309

per NM to 1000 DEPARTURE PROCEDURE: Rwv 1, climbing right turn via heading 070° and PSC R-301 to PSC VOR/ DME, thence...Rwv 8, climbing right turn direct PSC

VOR/DME, thence... Rwv 19, climbing right turn via heading 040° and PSC R-269 to PSC VOR/DME, or for climb in visual conditions: cross Richland Airport at or above 2000 then proceed on PSC R-269, to PSC VOR/ DME thence...Rwy 26, climbing right turn via heading 070° and PSC R-287 to PSC VOR/DME, thence... ...climb in PSC VOR/DME holding pattern (hold East, right turn, 291° inbound) to cross PSC VOR/DME at or

above MEA for route of flight before proceeding on NOTE: Rwv 1, crane and multiple poles 752' from

departure end of runway, 477 right of centerline, up to 110' AGL/520' MSL. Trees 43' from departure end of runway, 414' left of centerline, 100' AGL/407' MSL. Rwy 8, multiple trees and railroad beginning 400' from departure end of runway, 252' right of centerline, up to 100' AGL/469' MSL. Multiple trees and railroad beginning 204' from departure end of runway, 241' left of centerline, up to 100' AGL/469' MSL, Rwv 19, multiple trees 64' from departure end of runway, 169' right of centerline, up to 100' AGL/679' MSL. Multiple trees. terrain, and buildings 22' from departure end of runway. 30' left of centerline, up to 100' AGL/479' MSL. Rwy 26, multiple trees, fence, and terrain beginning 458' from departure end of runway, 230' left of centerline, up to 100' AGL/839' MSL. Multiple posts, antenna, and terrain beginning 164' from departure end of runway.

RIVERTON. WY

RIVERTON RGNL

DEPARTURE PROCEDURE: Aircraft departing RIW

255' right of centerline, up to 18' AGL/417' MSL.

R-280 CW R-170 climb on course. All others climb to 6600, then continue climb direct RIW VOR/DME to cross RIW VOR/DME at or above 7500 before proceeding on course.

ROCK SPRINGS. WY

ROCK SPRINGS-SWEETWATER COUNTY

DEPARTURE PROCEDURE: Climb direct OCS VORTAC, Aircraft departing OCS R-205 CW R-170 climb on course. All others climb in the OCS holding pattern (E, right turns, 260°inbound) to cross OCS VORTAC at or above 7300.

RONAN, MT RONAN (7S0)

ORIG 09295 (FAA)

TAKE-OFF MINIMI IMS: Rwv 16 std w/min climb of

260' per NM to 9900 or 6100-3 for climb in visual conditions Rwv34, std w/min_climb of 250' per NM to 9900 or 6100-3 in visual conditions DEPARTURE PROCEDURE: Rwv 16, climb to 8800 on a heading between 177° CW to 336° from DER or for climb in visual conditions, cross Ronan airport at or

above 9000 before proceeding on course Rwv 34, climb to 8800 on a heading between 336° CCW to 177° from DER or for climb in visual conditions, cross Ronan airport at or above 9000 before proceeding on course. NOTE: Rwv 16, tree 485' from DER, 386' left of centerline 50' AGL/3149' MSL, Rwv 34, building 158' from DER 370' left of centerline 40' AGL /3130' MSL Tree 1358' from DER 556' left of centerline 50' AGL/



ROSEBURG.OR ROSEBURG RGNL (RBG)

AMDT 5A 08297 (FAA)

TAKE-OFF MINIMUMS: Rwv 16 std with a min_climb of

642' per NM to 2000, or 1700-3 for climb in visual conditions, Rwv 34, std. with a min, climb of 760' per

NM to 2000, or 1700-3 for climb in visual conditions

DEPARTURE PROCEDURE: Rwv 16, climb direct

RBG VOR/DMF or climb in visual conditions to cross

MCA or MEA for route of flight. Rwv 34, climb via heading 342° to 4000, or climb in visual conditions to

cross Roseburg Airport northbound at or above 2200

and then via heading 342° to 4000. Then climbing left

have not reached the MCA or MEA for route of flight

NOTE: Rwv16, tower 1.56 NM from departure end of

runway, 2231' right of centerline, 50' AGL/1201' MSL.

of centerline, 21' AGL/980' MSL, tree 1.46 NM from

centerline, 45' AGL/964' MSL, pole 1.36 NM from

departure end of runway, 921' right of centerline, 75'

AGL/914' MSL, rod on airway beacon 1,29 NM from

departure end of runway, 409' right of centerline, 52'

obstruction light on pole 691' from departure end of runway, 187' right of runway centerline, 117' AGL/557'

MSL. Rwv 34, tree 1.10 NM from departure end of

pole 4850' from departure end of runway, 56' left of

from departure end of runway, 508' left of runway

centerline, 21' AGL/780' MSL. Tree 5067' from

departure end of runway, 265' right of centerline, 43'

AGL/802' MSL. Tree 4260' from departure end of

centerline, 100' AGL/642' MSL. Tree 913' from

runway, 2003' left of runway centerline, 60' AGL/1179

MSL, Tree 5165' from departure end of runway, 1744' left

centerline, 15' AGL/894' MSL. Tree 4785' from depature

end of runway, 48' left of runway centerline, 23' AGL/862' MSL. Tree 1.41 NM from departure end of runway, 1826'

left of runway centerline, 17' AGL/896' MSL. Tree 4079'

runway, 345' right of centerline, 42' AGL/761' MSL. Tree

1465' from departure end of runway 329' right of runway

departure end of runway, 217' right of runway centerline,

MSL. Hill 1065' from departure end of runway, 299' right

100' AGL/622' MSL. Tree 647' from departure end of runway, 345' right of runway centerline, 100' AGL/615'

of runway centerline 608' MSL. Trees beginning 60'

centerline, up to 16' AGL/554' MSL. Trees beginning 242' from departure end of runway, 209' right of runway

centerline, up to 56' AGL/584' MSL. Vehicle on road 265' from departure end of runway, 229' right of runway

centerline, 15' AGL/560' MSL. Multiple signs beginning

792' from departure end of runway, 550' left of runway

centerline, up to 60' AGL/565' MSL. Bush 94' from departure end of runway, 228' right of runway centerline, 19' AGL/547' MSL. Bush 202' from departure end of runway, 92' left of centerline, 7' AGL/535' MSL. Pole 640' from departure end of runway, 354' left of runway

from departure end of runway, 117' left of runway

of centerline, 64' AGL/1023' MSL. Obstruction light on

AGL/891'MSL, tree 655' from departure end of runway, 347' right of runway centerline, 93' AGL/593' MSL.

departure end of runway, 1298' right of runway

tree 1.47 NM from departure end of runway, 1560' right

turn direct RBG VOR/DMF to cross RBG VOR/DMF

at or above MCA or MEA for route of flight. Aircraft that

continue climb via RBG R-157 and right turn direct RBG

Roseburg Airport southbound at or above 2200, then

direct RBG VOR/DME. Then via RBG R-157 and right turn direct RBG VOR/DMF to cross at or above the

TAKE-OFF MINIMUMS: Rwv 13, 600-2 or std. with a

SALEM, OR

MCNARY FIFLD

min, climb of 240' per NM to 800, Rwv 16, 600-2 or std.

with a min. climb of 340' per NM to 800.

DEPARTURE PROCEDURE: Comply with SIDs or:

Rwvs 31.34, turn right, Rwv 16, turn left, Rwv 13, climb heading 130°. All aircraft climb direct TURNO LOM/ Int. Continue climb in holding (SE, left turns, 310° inhound) to cross TURNO LOM/INT at or above MEA

for route of flight. SALMON, ID

LEMHL COUNTY

TAKE-OFF MINIMUMS: Rwy 17, NA. Rwy 35, 4300-5 or std, with a min, climb of 390' per NM to 8000. DEPARTURE PROCEDURE: Rwv 17. NA. Rwv 35. climb runway heading to 8000, then climbing left turn to 11.300 direct LKT VOR/DME before proceeding on course.

SANDPOINT.ID

SANDPOINT

TAKE-OFF MINIMUMS: Rwv 1, 4200-2 or std. with a min. climb of 520' per NM to 5800. Rwy 19, 2200-2 or std, with a min, climb of 480' per NM to 4600. DEPARTURE PROCEDURE: Rwy 1, climbing right turn to COE VOR/DME via heading 200° and COE R-002. Rwv 19. climbing left turn to COE VOR/DME via

heading 140° and COE R-002. SARATOGA, WY

SHIVELY FIELD

TAKE-OFF MINIMUMS: Rwv 23, 400-1 or std. with a

min. climb of 220' per NM to 7400.

DEPARTURE PROCEDURE: Rwv 5. turn left heading 280°. Rwy 23, turn right heading 340°. All aircraft climb to 9000 via 310° bearing from SAA NDB then continue climb on course.

SCAPPOOSE, OR

SCAPPOOSE INDUSTRIAL AIRPARK

DEPARTURE PROCEDURE: Rwv 15, climbing left turn direct BTG VORTAC. Rwy 33, climbing right turn direct BTG VORTAC. Aircraft departing BTG R-160 CW R-329 climbing left turn on course. All others climb in BTG VORTAC holding pattern (NW, right turns, 149° inbound) to cross BTG VORTAC at or above MEA/ MCA for direction of flight.

NOTE: Rwy 15, 158' MSL tree 470' from departure end of runway, 499' right of centerline, Rwy 33, cross departure end of runway 33 at or above 35' AGL/90' MSL. 130' MSL tree 613' from departure end of runway, 414' right of centerline; 142' MSL trees 1343' from departure end of runway, 348' right of centerline.

SCOBEY, MT

SCOBEY

TAKE-OFF MINIMUMS: Rwy 12, std. with a min. climb of 280' per NM to 3400.

VOR/DME



SEATTLE, WA BOEING FIELD/KING COUNTY INTL

TAKE-OFF MINIMUMS: Rwv 131 . 500-3 w/min_climb of

232' per NM to 800, or 1000-21/2 for climb in visual conditions Rwv13R.std w/amin climb of 476' per NM to 900, or 500-3 w/a min, climb of 386' per NM to 900 or 1000-21/2 for climb in visual conditions Rwv 311.

std w/amin_climb of 386' per NM to 800_or 300-11/2 w/ min, climb of 235' per NM to 800, or 1000-2 1/2 for climb in visual conditions Rwv 31R, std w/a min_climb of 334' per NM to 900, or 400-13/4 w/ min, climb of 216' per NM to 900, or 1000-21/2 for climb in visual conditions DEPARTURE PROCEDURE: Rwys 131 /R. climbing right turn. Rwvs 31L/R, climbing left turn. All aircraft

climb direct to SEA VORTAC, continue climb in SEA

VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. For climb in visual conditions cross Boeing Field/King County Intl Airport at or above 900, then climb to 3000 via SEAR-344 to SEA VORTAC continue climb in SEA VORTAC holding pattern (hold east, left turns, 290° inbound) to cross SEA VORTAC at or above 3000. NOTES: Rwv 13L, multiple trees, towers, antennas and building beginning 402' from departure end of runway. 411' left of centerline, up to 127' AGL/479' MSL Rwv13R, multiple trees and poles beginning 35' from departure end of runway, 154' left of centerline, up to 66' AGL/485' MSL. Multiple trees and poles beginning 501' from departure end of runway, 3' right of centerline, up to 77' AGL/195' MSL. Rwv 31L, multiple trees, fence, and building beginning 250' from departure end of runway. 253' left of centerline, up to 71' AGL/101' MSL, Multiple trees and floodlights beginning 1245' from departure end of runway, 447' right of centerline, up to 71' AGL/239' MSL, Rwv31R, multiple trees, hangers, towers, poles and building beginning 12' from departure end of runway,

SEATTLE-TACOMA INTL (SEA)

AGL/101'MSL.

AMDT 4 08325 (FAA) DEPARTURE PROCEDURE: Rwys 16L, 16C, 16R, climb to 1000 via heading 163°, then climbing right turn direct SEA VORTAC, thence...

389' right of centerline, up to 103' AGL/350' MSL.

departure end of runway, 99' left of centerline, up to 71'

Multiple obstruction lights beginning 214' from

Rwys 34L, 34C, 34R, climb to 1000 via heading 343°, then climbing left turn direct SEA VORTAC, thence... ...climb in SEA VORTAC holding pattern (hold SE, left turns, 310° inbound) to MEA/MCA for route of flight. NOTE: Rwy 16L, trees beginning 2908' from departure 476' MSL. Rwy 16C, trees beginning 4477' from

end of runway, 1064' right of centerline, up to 100' AGL/ departure end of runway, 484' right of centerline, up to 100' AGL/507' MSL. Rwy 16R, trees, antenna on building and light pole beginning 488' from departure end of runway, 436' left of centelrine, up to 100' AGL/507' MSL. Trees beginning 1137' from departure end of runway, 587' right of centerline, up to 100' AGL/468' MSL. Rwy 34L, fence 189' from departure end of runway, 401' right of centerline, up to 12' AGL/420' MSL. Trees beginning 4010' from departure end of runway, 857' left of centerline, up to 100' AGL/522' MSL.

SHELBY, MT SHELBY

TAKE-OFF MINIMUMS: Rwv 5, 200-11/4 or std. w/min.climb

of 212' per NM to 3700, or alternatively, w/std, takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 1300' prior to departure end of NOTE: Rwv 5, fence post 320' from departure end of runway

162' right of centerline, 12' AGL/3455' MSL, truck on road beginning 515' from departure end of runway 632' right of centerline, 17' AGL/3498' MSL, tree 1 NM from departure end of runway, 1242' left of centerline, 75' AGL/3604' MSL. Rwv 11, truck on road 906' from departure end of runway 691' left of centerline, 17' AGL/3456' MSL, tree 1697' from departure end of runway 26' right of centerline 75' AGL/ 3495' MSL, tree 1561' from departure end of runway, 322' left of centerline, 75' AGL/3514' MSL, light standard 852' from departure end of runway 174' left of centerline 22' AGL/ 3451'MSL

SHELTON, WA SANDERSON FIELD

TAKE-OFF MINIMUMS: Rwv 5, std. w/a min, climb of 312'

per NM to 4000, or 1500-21/2 for a climb in visual conditions. Rwy 23 std w/amin climb of 414' per NM to 4000 or 1500-21/2 for a climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 5. climbing right turn to intercept SEAR-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000. Rwy 23, climbing left turn to intercept SEA R-230 to CARRO intersection. Or for climb in visual conditions: Cross Sanderson Field northeast bound at or above 1600, thence via SEAR-230 to cross CARRO intersection at or above 4000

NOTE: Rwy 5, multiple trees beginning 550' from departure end of runway, 107' left of centerline, up to 94' AGL/366' MSL. Multiple trees beginning 130' from departure end of runway, 70' right of centerline, up to 80' AGL/352' MSL, Rwy 23. multiple trees beginning 52' from departure end of runway, 149'left of centerline, up to 72' AGL/330' MSL. Multiple trees beginning 886' from departure end of runway, 153' right of centerline, up to 155' AGL/486' MSL.



SHERIDAN WY SHERIDAN COUNTY

TAKE-OFF MINIMUMS: Rwv 5, 700-3 or std. w/min.

climb of 318' per NM to 5100, or. . . Rwv 14, 800-3 or std. w/min_climb of 263' per NM to 5100_or Rwv 23, 900-3 or std. w/min, climb of 348' per NM to 5100, or. 1400/3 for climb in visual conditions. Climb in visual

conditions NA at night

DEPARTURE PROCEDURE: Rwv 5. climbing left turn via SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence...Rwy 14, climbing left turn via heading 320° and SHR R-106 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR

R-126 to SHR VORTAC, thence... Rwv 23, climbing right turn via SHR R-153 to SHR VORTAC, or climb in visual conditions to cross Sheridan County Airport northwestbound at or above 5300, then via SHR R-126 to SHR VORTAC, thence... Rwv 32, climb via heading 320° and SHR R-106 to SHR VORTAC, thence...

...climb in holding pattern (hold northwest, left turn, 133° inbound) to cross SHR VORTAC at or above airway MEA for route of flight. NOTE: Rwy 5, multiple trees beginning 101' from

departure end of runway, 188' left of centerline, up to 80' AGL/3991'MSL. Rwy 23, fence 1201' from departure end of runway, 10' left of centerline, 20' AGL/4060' MSL. Building 1949' from departure end of runway, 415' left of centerline, 17' AGL/4077' MSL. Tree 3337' from departure end of runway, 391' right of centerline, 43' AGL/4143' MSL. Rwy 32, antenna 53' from departure end of runway, 398' right of centerline, 20' AGL/4020' MSI

SIDNEY, MT

SIDNEY-RICHLAND MUNI

TAKE-OFF MINIMUMS: Rwv 28, 400-2 or std. with a min. climb of 260' per NM to 2300.

SNOHOMISH, WA HARVEY FIELD (S43)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: Rwys 15R, 331 NA-obstacles

Rwy 15L, std, w/min, climb of 353' per NM to 1100, or 1200-21/2 for climb in visual conditions, Rwv 33R, std, w/ min_climb of 475' per NM to 800_or 1200-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 151 . climbing right

turn on 344° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON LOM, thence Rwy 33R, climb on 329° course to WATON LOM, or for climb in visual conditions, cross Harvey Field at or above 1100 then proceed on 329° course to WATON I OM thence aircraft departing WATON LOM on bearings 150°

CW 340° from WATON LOM climb on course. Aircraft departing WATON LOM on bearings 340° CW 150° from WATON LOM, climb in holding pattern (South, left turns, 339° inbound) to cross WATON LOM at or above 4500 before proceeding on course NOTE: Rwv 15L, tree 81' from DER, 177' right of

centerline, 40' AGL/106'MSL, Trees 685' from DER, left and right of centerline, up to 48' AGL/70' MSL. Rwy 33R, powerline 139' from DER, 226' left of centerline. 40' AGL/56' MSL, Tree 298' from DER, 205' right of centerline, 104' AGL/121' MSL. Tower 5708' from DER, 1956' right of centerline, 206' AGL/300' MSL.



SPOKANE, WA FELTS FIELD

TAKE-OFF MINIMUMS: Rwys 3L,3R, std. w/min. climb of 400' per NM to 3600, or 1600-3 for climb in visual conditions, Rwy 21L, std, w/min, climb of 360' per NM to 3100, or 1600-3 for climb in visual conditions. Rwy

21R. std. w/min climb of 375' per NM to 3100, or 1600-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwvs 3L, 3R, climb to

3600, then climbing right turn heading 210° and GEG R-

050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400. then via GEG R-050 to GEG VORTAC, Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course, Rwvs 21L, 21R. climb to 2800, then climbing left turn heading 190° and GEG R-050 to GEG VORTAC, or for climb in visual conditions: cross Felts Field Airport southbound at or above 3400, then via GEG R-050 to GEG VORTAC. Cross GEG VORTAC at or above the MCA or MEA for route of flight, before proceeding on course.

NOTE: Rwy 3L, multiple trees beginning 5000' from

departure end of runway, 530' left of centerline, up to 104' AGL/2513'MSL. Tree 1854' from departure end of runway, 773' right of centerline, 54' AGL/2030' MSL, tree 2365' from departure end of runway, 798' right of centerline, 61' AGL/2037' MSL. Rwy 3R, multiple trees beginning 5016' from departure end of runway, 1033' left of centerline, up to 104' AGL/2529' MSL, pole 2.5 NM from departure end of runway, 2059' left of centerline, 62' AGL/2454' MSL, hangar 92' from departure end of runway, 341' right of centerline, 5' AGL/1967' MSL, NDB 925' from departure end of runway, 270' right of centerline, 25' AGL/1987' MSL, multiple trees beginning 1870' from departure end of runway, 271' right of centerline, up to 128' AGL/3560' MSL. Rwy 21L, pole 316' from departure end of runway, 302' left of centerline,

33' AGL/1992' MSL, tree 926' from departure end of runway, 362' left of centerline, 50' AGL/2006' MSL. building 1057' from departure end of runway, 158' left of centerline, 19' AGL/1975' MSL, building 1061' from departure end of runway, 110' left of centerline, 19' AGL/ 1975' MSL. Elevator 4080' from departure end of runway. 598' left of centerline, 134' AGL/2080' MSL. Rwy 21R, hangar 204' from departure end of runway, 496' left of centerline, 13' AGL/1969' MSL, pole 659' from departure

end of runway, 404' left of centerline, 26' AGL/1979' MSL, building, 946' from departure end of runway, 230' left of centerline, 24' AGL/1973' MSL, pole 1399' from departure end of runway, 2' left of centerline, 33' AGL/ 1982' MSL, elevator 2655' from departure end of runway, 1097' left of centerline, 134' AGL/2080' MSL, tree 189' from departure end of runway, 511' right of centerline, 46' AGL/1979' MSL, tree 480' from departure end of runway, 404' right of centerline, 43' AGL/1979' MSL, pole 1252' from departure end of runway, 55' right of centerline, 29' AGL/1975' MSL, pole 1427' from departure end of

SPOKANE INTL

DEPARTURE PROCEDURE: All aircraft climb direct GEG VORTAC. Continue climb via R-208 within 10 miles to cross GEG VORTAC at or above: northeastbound V120-448, 5200; eastbound V2, 5200. southeast thru westbound climb on course.

runway, 13' right of centerline, 33' AGL/1982' MSL.

STEVENSVILLE, MT STEVENSVILLE

TAKE-OFF MINIMUMS: Rwv 12, do not exceed 210 knots.

until established on MSO R-163. Rwv 30, do not exceed 210 knots until established on MSO R-160 DEPARTURE PROCEDURE: Rwv 12, climbing right turn via heading 335 and MSO R-163 to MSO DMF climb in MSO VOR/DMF holding pattern (southeast, right turn, 340° inbound) to 13000' before proceeding on course. Rwy 30, climbing right turn via heading 025° and MSO R-160 to MSO VOR/DME Climb in MSO VOR/DME holding pattern (southeast, right turn. 340° inhound) to 13000' before proceeding on course.

SUNRIVER, OR SUNRIVER

TAKE-OFF MINIMUMS: Rwv 18 300-1 or std with a min climb of 360' per NM to 4400. Rwv 36, 600-2 or std. with a min, climb of 240' per NM to 4900. DEPARTURE PROCEDURE: Rwv 18. climb runwav heading to 7000 then climbing left turn direct DSD VORTAC Rwv 36, climb direct to DSD VORTAC Then

TACOMA, WA

TACOMA NARROWS

all aircraft climb on course.

TAKE-OFF MINIMUMS: Rwv 35, 400-1 or std, with a min. climb of 210' per NM to 400'.

DEPARTURE PROCEDURE: Rwv 17, turn right, climb via heading 230° to intercept QLM R-009 then direct OLM VORTAC, Rwv 35, turn left, climb via heading 270° to intercent SEA R-230 then direct CARRO INT Continue climb in holding (SW, right turns, 047° inbound)

THE DALLES, OR

COLUMBIA GORGE RGNL/THE DALLES MUNI

to MEA or assigned altitude for route of flight.

TAKE-OFF MINIMUMS: Rwv 2. CAT A.B 1100-2 or std. with a min, climb of 350' per NM to 1500, CAT C.D 2600-3 or std. with a min. climb of 475' per NM to 3100. Rwv 7, 900-3 or std. with a min. climb of 330' per NM to 1200, Rwv 12, 1400-3 or std. with a min, climb of 500' per NM to 2000. Rwy 20, 1800-3 or std. with a min. climb of 470' per NM to 2200. Rwy 25, NA. Rwy 30, 2900-3 or std. with a min. climb of 500' per NM to 2700.

DEPARTURE PROCEDURE: Rwvs 2.7. climbing right turn heading 120°. Rwy 12, climb via runway heading. Rwvs 20. 30, climbing left turn heading 120°. aircraft intercept and climb southbound via LTJ R-165 to 3500. Then climbing left turn direct LTJ VORTAC. Continue climb in LTJ holding pattern (E, right turns, 260° inbound) to cross LTJ VORTAC at or above MCA or MEA for route of flight.

TILLAMOOK, OR

TILLAMOOK

TAKE-OFF MINIMUMS: Rwys 1, 13, 19, NA. Rwy 31, 2000-3 or std. with a min. climb of 350' per NM to 4500. DEPARTURE PROCEDURE: Rwys 1, 13, 19, NA. Rwy 31. use FETUJ RNAV DEPARTURE.





TWIN FALLS, ID JOSLIN FIELD-MAGIC VALLEY RGNI

TAKE-OFF MINIMUMS: Rwv 12 NA

DEPARTURE PROCEDURE: Aircraft departing on TWF R-240 CW R-080 climb on course All others

climb runway heading 6000 then climbing turn direct TWF VORTAC Climb in holding pattern (NW_right turns 113° inbound) to MCA or MEA as appropriate for direction of flight.

VANCOUVER. WA PEARSON FIELD (VUO)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv 8. std. w/min. climb of 358'

per NM to 600, or 500-3 w/min, climb of 201 per NM to 600, or 900-2½ for climb in visual conditions. Rwy 26. 600-3 or 900-21/2 for climb in visual conditions. DEPARTURE PROCEDURE: Rwv 8. climb heading

079° to 500 then climbing left turn direct BTG VORTAC thence... or for climb in visual conditions: cross

Pearson Field at or above 800 MSI, then proceed on BTG VORTAC R-179 to BTG VORTAC, thence... Rwv 26. climb heading 259° to 700 then climbing right turn

direct BTG VORTAC, thence, ... or for climb in visual conditions: cross Pearson Field at or above 800 MSL then proceed on BTG VORTAC R-179 to BTG VORTAC, thence...

northwest, right turn, 149° inbound) to cross BTG VORTAC at or above MEA/MCA for route of flight. NOTE: Rwv 8, tree 1.4 NM from departure end of runway. 1283' left of centerline, 100' AGL/395' MSL. Tree 1.7 NM from departure end of runway, 701' left of centerline. 100' AGL/401' MSL. Tree 2 NM from departure end of

... continue climb in BTG VORTAC holding pattern (hold

runway, 849' left of centerline, 100' AGL/406' MSL. Tree 2.4 NM from departure end of runway, 648' left of centerline, 100' AGL/399' MSL, Rwy 26, bridge 2704' from departure end of runway, 587' left of centerline, 243' AGL/245' MSL. Crane 1.5 NM from departure end of runway, 2563' right of centerline, 237' AGL/267' MSL.

Transmission line tower 2.5 NM from departure end of runway, 2036' right of centerline, 516' AGL/534' MSL.

WALLA WALLA. WA

WALLA WALLA RGNL

DEPARTURE PROCEDURE: Rwys 2,7, 20,25,34, turn left, Rwy 16, turn right, All aircraft climb to 2500 via ALW VOR/DME R-195, then climbing right turn direct ALW VOR/DME to cross ALW VOR/DME at or above MEA or MCA for route of flight. NOTE: Rwv 16, antenna 365' from departure end of

runway, 97' right of centerline, 1155' MSL. Terrain 1' from departure end of runway 140' left of centerline, 1145' MSL. Rwy 20, light 666' from departure end of runway, 640' left of centerline, 1170' MSL, Rwy 34. terrain 213' from departure end of runway, 230' right of centerline, 1130' MSL.

WEISER.ID WEISER MUNI (S87)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 12, std. w/min. climb of

310' per NM to 3900 or 2400-3 for climb in visual conditions, Rwv 30, std. w/min, climb of 360' per NM to 4000 or 2400-3 for climb in visual conditions DEPARTURE PROCEDURE: Rwv 12, climb heading 121° to 3900 before proceeding on course. Rwv 30. climb heading 301° to 4000 before proceeding on course for climb in visual conditions: cross Weiser Muni airport

at or above 4400 before proceeding on course. NOTE: Rwv 12, tree 248' from departure end of runway. 443' right of centerline, 100' AGL/2184' MSL, Rwy 30. tree 1907' from departure end of runway 769' right of centerline, 100' AGL/2174' MSL.

WENATCHEE, WA PANGBORNMEMORIAL

TAKE-OFF MINIMUMS: Rwv7. NA. Rwv12. 1500-2 or

std. with a min. climb of 510' per NM to 2900.

25.30 CATA B 1600-2 or std with a min_climb of 360 per NM to 3100. CAT C.D 5500-3 or std. with a min. climb of 570' per NM to 7200. DEPARTURE PROCEDURE: Rwv 12. climb runwav heading. Rwys 25, 30, climbing left turn. All aircraft climb via EAT R-113 to 4000 then climbing left turn direct EAT VOR/DME. Aircraft departing EAT R-010 CW R-

140 climb on course. All others continue climb in EAT

VOR/DME holding pattern (E.right turns, 253° inbound)

to cross EAT VOR/DME at or above: R-141 CW R-200

WEST YELLOWSTONE, MT

7400: R-201 CW R-009, 8200.

YELLOWSTONE

TAKE-OFF MINIMUMS: Rwv 19, 2200-2 or std. with a min, climb of 245' per NM to 8900, FAR 135 AUTH:

Rwv 1. 1/2 mile. DEPARTURE PROCEDURE: Rwv 1. turn right. aircraft climb direct TARGY LOM, Aircraft departing TARGY LOM on bearing 190° CW 220° climb on course. All others climb south on bearing 190° within 10 NM of TARGY LOM turn left and continue climbing direct TARGY LOM to cross TARGY LOM at or above:

bearing 360° CW 190° 9300, bearing 220° CW 360°

WHEATLAND. WY

10500

PHIFFR AIRFIFI D

DEPARTURE PROCEDURE: Rwy 8, climbing left turn to 9000 via heading 030° to intercept IIP VOR/DME R-140 to JEZZY Int, thence... Rwy 26, climbing right turn to 9000 via heading 360° and GYZ NDB course 051° to JEZZY INT, thence...

...continue climb-in-hold (hold northwest, right turn, 140° inbound) to 9000 before proceeding on course. NOTE: Rwy 8, multiple trees 512' from departure end of runway, 584' left of centerline, 100' AGL/4859' MSL. Rwy 26, multiple trees, buildings, poles/lights, siren, roads w/ vehicles beginning 2' from departure end of runway, on centerline, to 488' left of centerline, 100' AGL/4899' MSL. Multiple trees, buildings, poles/lights, roads w/vehicles

beginning 2' from departure end of runway, on centerline to 499' right of centerline, 100' AGL/4859' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES $\overline{\mathbf{V}}$

WHIDBEY ISLAND NAS (AULT FIELD)

(NUW)

Diverse departures not authorized

MILITARY DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 430'/NM until 600. Climbing left turn

to 2000, intercept NUW R-067, expect radar vectors to

ioin assigned route. Rwv 14: Climbing left turn to 2000. intercept NUW R-128, expect radar vectors to join assigned route Rwy 25: Climb to 2000 via heading 249°, expect radar vectors to join assigned route, Rwv

32: Climb to 2000 via heading 317°, expect radar vectors to join assigned route. ALL RWYS: If vectors are not

received by 10 DME of NUW TACAN, climb to 3000. intercent the NUW 11 DMF ARC to join assigned route. CIVIL DEPARTURE PROCEDURE: Rwv 7:

Minimum climb of 270'/NM until 700. Climbing left turn to 2000 via heading 067°, expect radar vectors to join

assigned route. Rwv 14: Climbing left turn to 2000, via heading 128°, expect radar vectors to join assigned route. Rwy 25: Use published DP or climb to 2000 via heading 249°, expect radar vectors to join assigned route. Rwv 32: Climb to 2000 via heading 317°.

expect radar vectors to join assigned route. ALL RWYS: If vectors are not received by 10 DME of NUW TACAN, climb to 3000, proceed direct CVV VOR/DME to join assigned route, TAKEOFF OBSTACLES: Rwv 7: Terrain 7813' from DER 2469' left of centerline

276' MSL. Trees, 4274' from DER, 5472' left of centerline, 472' MSL, Trees, 5239' from DER, 6257' left of centerline, 495' MSL, Trees, 8561' from DER, 3685' left of centerline, 426' MSL, Trees, 12,561' from DER.

4814' right of centerline, 462' MSL, Terrain, 11,843' from DER, 7129' left of centerline, 502' MSL. Trees, 15.361' from DER, 4015' right of centerline, 521' MSL.

WORLAND, WY

WORLAND MUNI

TAKE-OFF MINIMUMS: Rwys 4, 10, 22, 28, NA. Rwv 16, 300-2 or std, with a min, climb of 230' per NM to 4600.

DEPARTURE PROCEDURE: All aircraft climb to 5000, then direct RLY VOR/DME. Aircraft departing RLY R-061 CW R-349 climb on course. All others

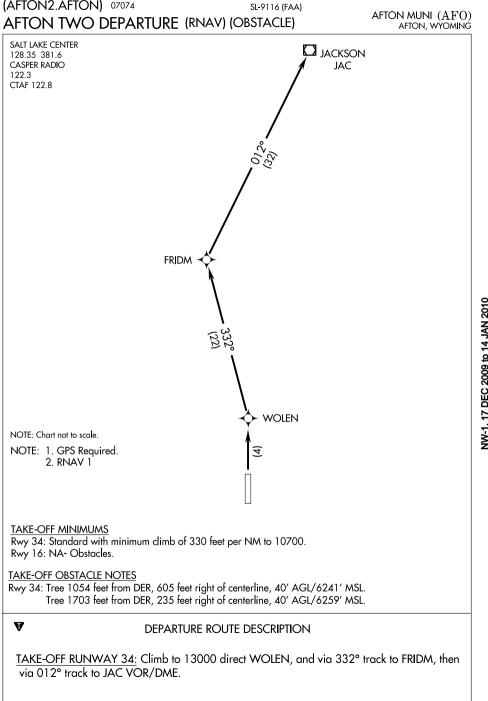
continue climb in RLY VOR/DME holding pattern (N. right turns, 159° inbound) to cross RLY VOR/DME at orabove 7000.

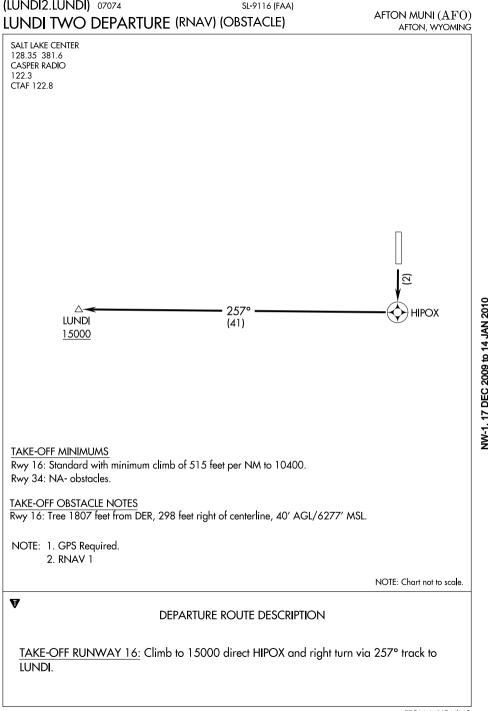
YAKIMA, WA

YAKIMA AIR TERMINAL/MCALLISTER FIELD

TAKE-OFF MINIMUMS: Rwy 4, NA. Rwy 9, 800-4 or std. with a min. climb of 300' per NM to 5000. Rwys 22,27, 2500-3 or std. with a min. climb of 300' per NM to 5200

DEPARTURE PROCEDURE: Rwy 4, NA. Rwys 9,22,27, Use ZILLA DEPARTURE PROCEDURE.





AFTON, WYOMING AL-9116 (FAA) RNAV (GPS) RWY 16 AFTON MUNI (AFO) Rwy Ida 7025 APP CRS TDŹE 6188 156° Apt Elev 6221 DME/DME RNP -0.3 NA. V MISSED APPROACH: Climbing right turn to 11700 direct If local altimeter setting not received, procedure NA. GIGSE and hold. When authorized by ATC, climb-in-hold **A**NA Circling NA east of Rwy 16-34. to 15000. AWOS-3 SALT LAKE CENTER CASPER RADIO UNICOM 122.8 (CTAF) 0 128.35 381.6 122.3 119.025 TUVOC 9666 11700 NoPT 135° (13.2) 10612 COTEG 11700 NoPT 234° (10) 10862 (IF/IAF) WARPU 10103 70113 NW-1, 17 DEC 2009 to 14, IAN 2010 10361 10400 10345 144° 10326 NIKSE (FAF) THAYN HSKEE BIG PINEY 3.6 NM to BPI 8822 17127 ZASGO 12600 (MAP) 9131 ELEV 6221 ♦ 6612± **TDZE** 6188 91 8330 11700 GIGSE 7 NM WARPU Holding Pattern NIKSE Δ **THAYN HSKEE** 3.6 NM to ZASGO 1440 2.3 NM to 2.99°> ZASGO TCH 47 10400 ZASGO 156° 9400 7520 - 5 NM-5.9 NM--1.3- 2.3 NM 0.5 5 NM-CATEGORY D 7140-11/4 7140-11/2 7140-3 LNAV MDA NA 952 (1000-11/4) 952 (1000-11/2) 952 (1000-3) MIRL Rwy 16-34 0 7140-11/4 7140-11/2 7140-3 CIRCLING NA REIL Rwys 16 and 34 🗓 919 (1000-3) 919 (1000-11/4) 919 (1000-11/2)

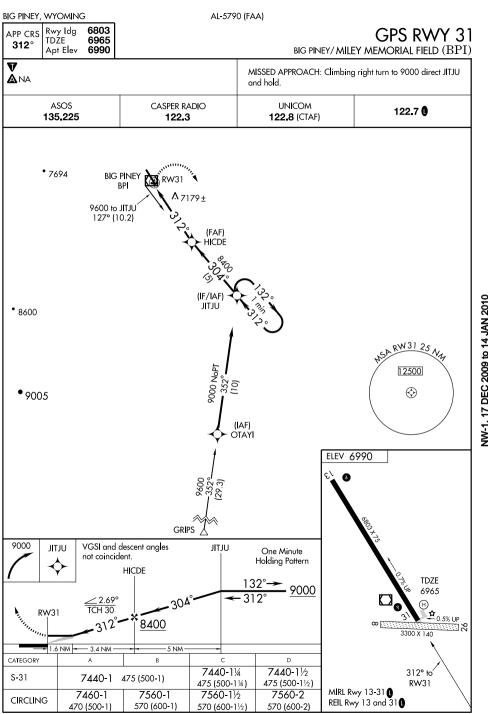
AL-9116 (FAA) AFTON, WYOMING Rwy Idg 7025 RNAV (GPS) RWY 34 APP CRS TDŹF 6221 346° AFTON MUNI (AFO) Apt Elev 6221 DME/DME RNP- 0.3 NA. Circling NA east of Rwy 16-34 MISSED APPROACH: Climbing left turn to 11500 direct **∧**NA Visibility reduction by helicopters NA. IVAYU and hold. If local altimeter setting not received, procedure NA. AWOS-3 SALT LAKE CENTER CASPER RADIO **UNICOM** 122.8 (CTAF) 0 128.35 381.6 122.3 119.025 Procedure NA for arrivals at MLD VOR/DME via V465 southwest bound and via V142 west bound. CARW34 12600 8188 9131 1090 RW34 (17459 10982 **PITSZ** ot MKI & RW34 POKEE 8 NM to RW34 BIG PINE BPI (IAF) IVAYU] 500 NoPT MALAD CITY 11700 076° MLD (10) (58.1) **ELEV 6221** 11500 VAYU CAALL 7 NM ALLRD Holding Pattern POKEE **PITSZ** 8 NM to 6 NM to RW34 RW34 4.3 NM to 346% RW34 3.76° RW34 10100 9300 TCH 45 VGSI and descent 8660 angles not coincident 9.6 NM -2 NM --- 2 NM -- -- 1.7 NM -- -- 4.3 NM --TDZE CATEGORY 6221 7620-11/4 7620-11/2 7620-3 LNAV MDA NA 346° to 1399 (1400-11/4) 1399 (1400-11/2) 1399 (1400-3) 34 MIRL Rwy 16-34 (RW34 7620-1¼ 7620-11/2 7620-3 CIRCLING NA REIL Rwys 16 and 34 🕕

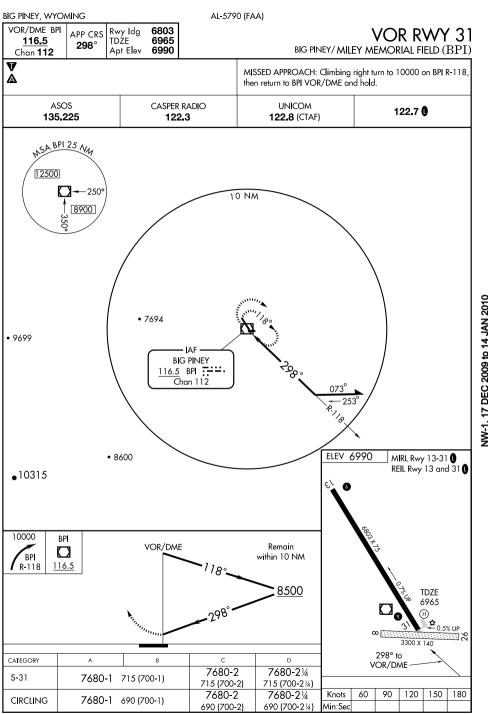
1399 (140<u>0-1¼)</u>

1399 (1400-11/2)

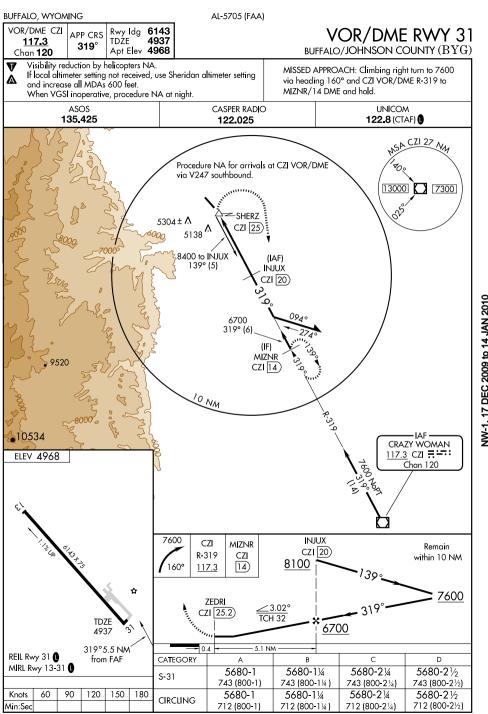
1399 (1400-3)

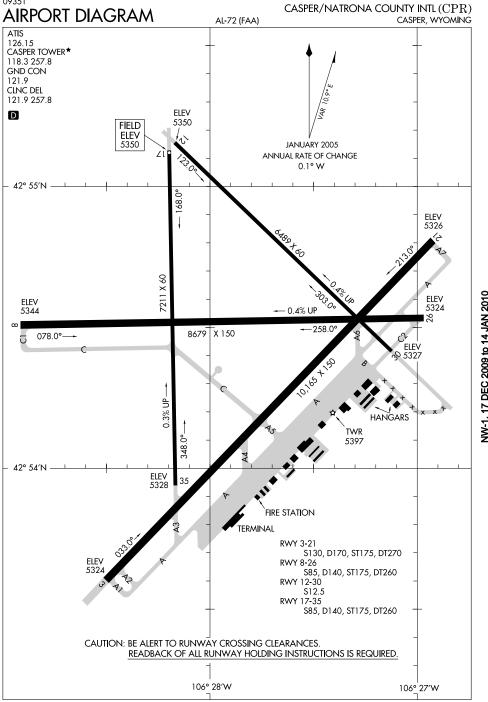
NW-1 17 DEC 2009 to 14 JAN 2010

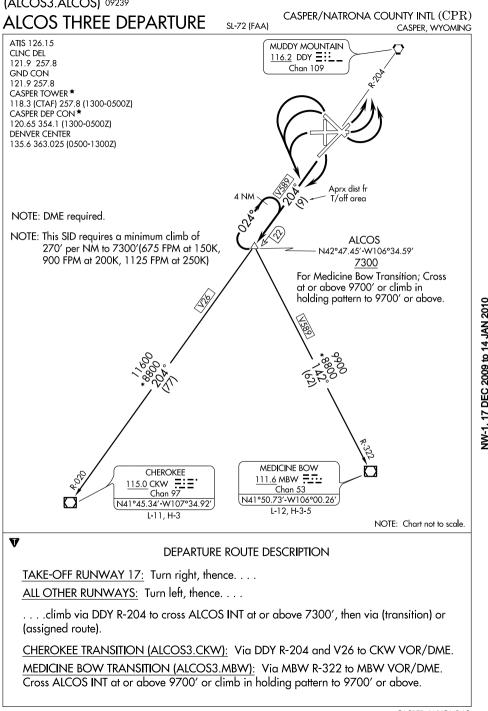


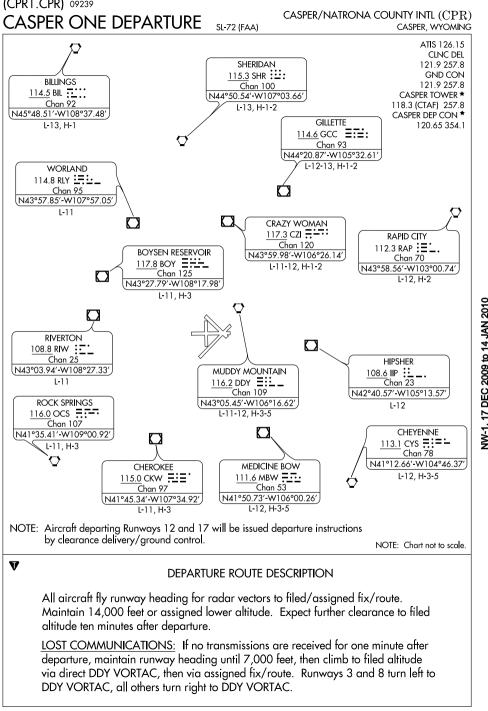


BUFFALO, WYOMING AL-5705 (FAA) Rwy Ida RNAV (GPS) RWY 31 APP CRS TDŹE 4937 306° BUFFALO/JOHNSON COUNTY (BYG) Apt Elev 4968 V Visibility reduction by helicopters NA. If local altimeter setting not received, use Sheridan MISSED APPROACH: Climbing right turn to 7400 direct ONECI A altimeter setting and increase all MDAs 600 feet. DME/DME RNP- 0.3 NA. Procedure NA at night. **ASOS** CASPER RADIO UNICOM 135.425 122.025 122.8 (CTAF) (Procedure NA for arrivals at CZI VOR/DME via V247 southbound. RW31 25 Ny 14400 \bigcirc SHERZ **RW31** 5138 A (FAF) 8400 to ONECI ŇICIĠ 126° (11.6) 4984± NW-1 17 DEC 2009 to 14 JAN 2010 (IF/IAF) ONECI 9520 **ELEV 4968** (IAF) CRAZY WOMAN CZ 7400 ONEC 7 NM ONEC Holding Pattern **NICIG** .306° 2.04° RW31 TDZE TCH 32 6500 4937 306° to 4.9 NM -7.3 NM RW31 CATEGORY Α 5340-1 403 (400-1) 5340-11/4 403 (400-11/4) LNAV MDA REIL Rwy 31 5440-1 5520-1 5540-11/2 5660-21/4 CIRCLING MIRL Rwy 13-31 472 (500-1) 552 (600-1) 572 (600-1½) 692 (700-21/4)

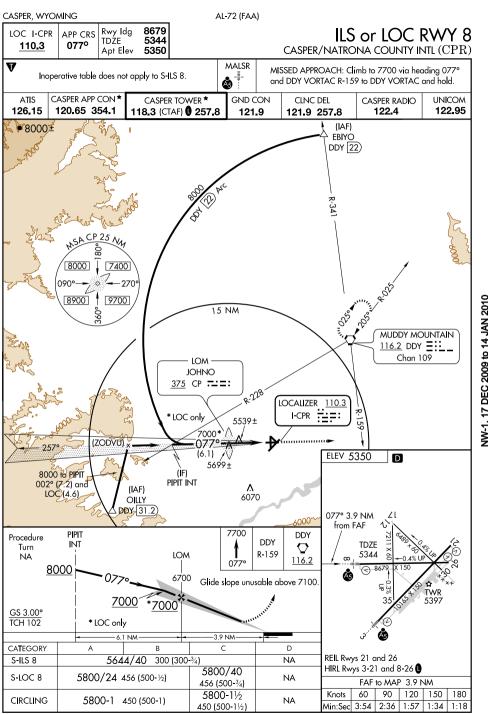




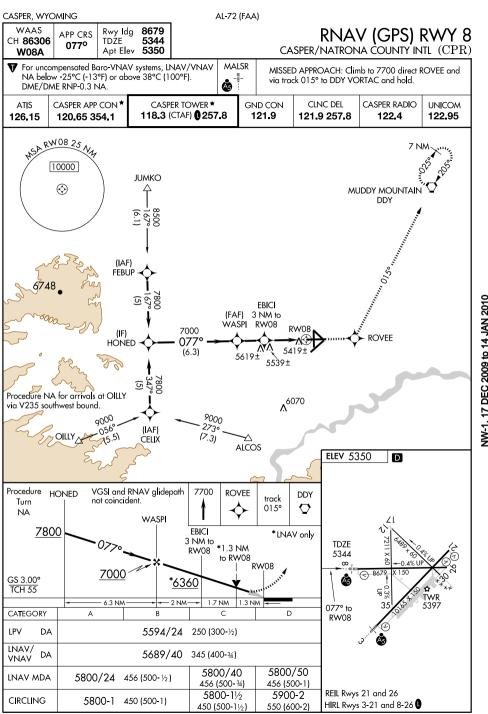


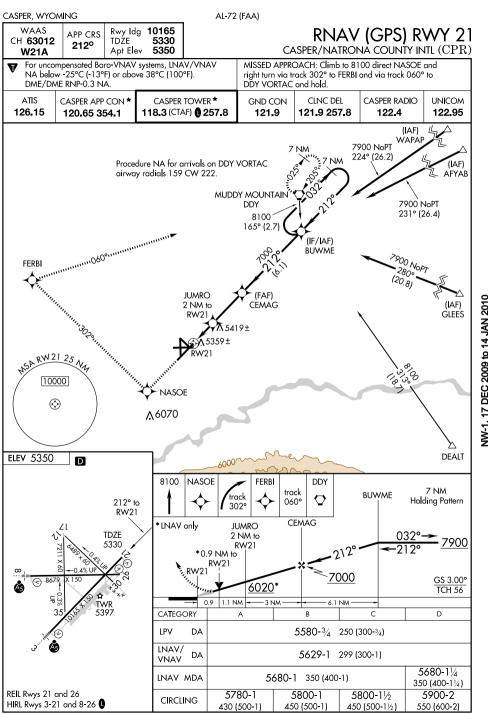


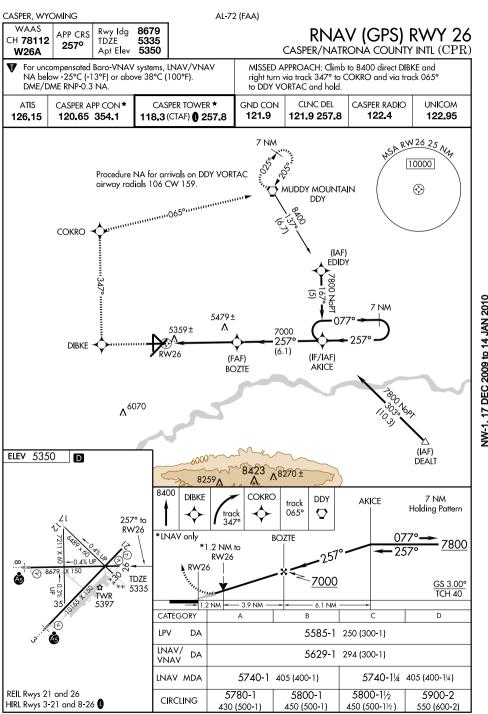
JW-1 17 DEC 2009 to 14 JAN 2010



CASPER, WYOMING AL-72 (FAA) WAAS Rwy Idg 10165 RNAV (GPS) RWY 3 APP CRS CH 73006 TDŹE 5328 0320 CASPER/NATRONA COUNTY INTL (CPR) 5350 W03A Apt Elev For inoperative MALSR, increase LPV all Cats visibility to 1 mile. V MALSR MISSED APPROACH: Climb to 7500 For uncompensated Baro-VNAV systems, LNAV/VNAV NA direct KIVSE and via track 022° to below -25°C (-13°F) or above 38°C (100°F). Å DDY VORTAC and hold. DME/DME RNP-0.3 NA. CASPER TOWER ★ CLNC DEL CASPER RADIO ATIS CASPER APP CON* GND CON UNICOM 118.3 (CTAF) 0 257.8 126.15 120.65 354.1 121.9 121.9 257.8 122.4 122.95 MISSED APCH FIX HIKOX NSA RW 03 25 Ny 10000 **(** MUDDY MOUNTAIN DDY RW03 NOPTE 2.7 NM to RW03 5519± (FAF) (IAF) ŶĺWŹĖ CEYFI NW-1, 17 DEC 2009 to 14, IAN 2010 6070 8423 8259 **∧**8270± (IF) **IPEYE** 8485 8100 8287 / HEIT 10800 Procedure NA for arrivals at CHOMP via V26 254° (IAF) south westbound. (27.2)AXIBY **ELEV 5350** D (IAF) CHOMP 7500 **KIVSE** Procedure DDY track **IPFYF** Turn 022° Ζl NA YIWZE NOPTE 8100 2.7 NM to *LNAV only 03_{2°} RW03 *1.3 NM to < 8679 RW03 RW03 7000 GS 3.00° *6240 TCH 52 35 5397 **TDZE** 8 NM 2.3 NM → 1.4 NM 1.3 NM 5328 CATEGORY В D Α LPV DA 5643/24 315 (300-1/2) LNAV/ DA 5691/40 363 (400-34) VNAV 032° to 5780/40 5780/50 RW03 LNAV MDA 5780/24 452 (500-1/2) 452 (500-34) 452 (500-1) 5780-1 5800-1 5800-11/2 5900-2 REIL Rwys 21 and 26 CIRCLING HIRL Rwys 3-21 and 8-26 550 (600-2) 430 (500-1) 450 (500-1) 450 (500-11/2)

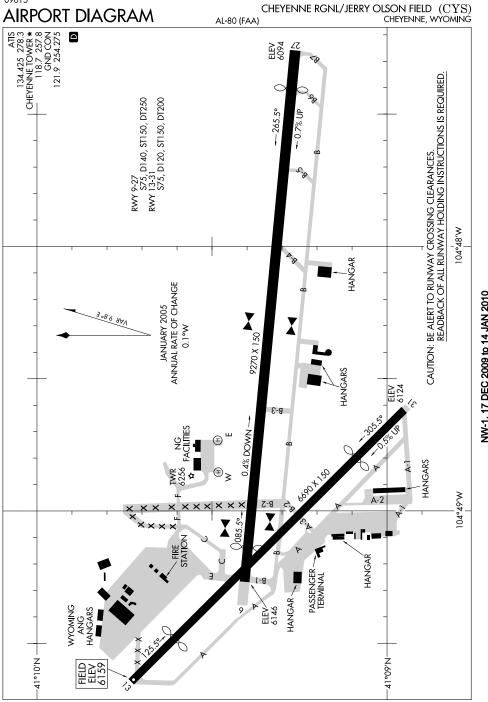


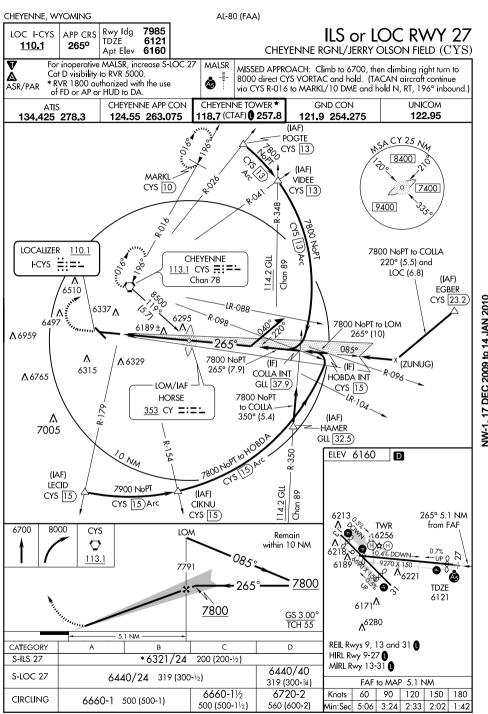


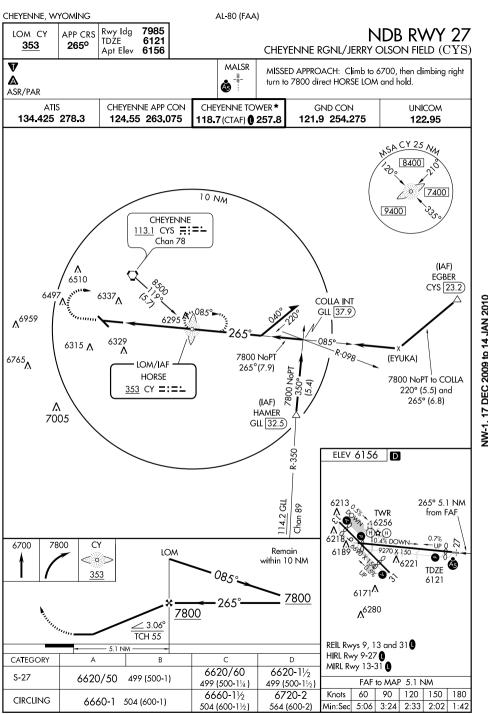


CASPER, WYOMING AL-72 (FAA) VORTAC DDY Rwy Idg 10165 VOR/DME or TACAN RWY 21 APP CRS 116.2 TDŹE 5330 203° CASPER/NATRONA COUNTY INTL (CPR) Apt Elev 5350 Chan **109** MISSED APPROACH: Climb to 5800, then climbing right turn to 7600 direct DDY VORTAC and hold (TACAN aircraft continue climb to 8000 via DDY VORTAC R-011 to CESPI/10 DME and Hold N, RT, 191° inbound). CASPER APP CON★ CASPER RADIO CASPER TOWER * GND CON CLNC DEL UNICOM **ATIS** 126.15 120,65 354.1 118.3 (CTAF) 0 257.8 121.9 122.95 121.9 257.8 122.4 NSA DDY 25 Ny NoPT for arrivals on DDY VORTAC airway radials 341 CW 137. 7600 ₹00°5 090° CESPI 6315 DDY [10] 9500 NW-1, 17 DEC 2009 to 14, IAN 2010 IAF -MUDDY MOUNTAIN 116.2 DDY **Ξ**:≛ Chan 109 5574± OPNEE **ZEGAN** DDY 8 DDY 10.5 10 NM ELEV 5350 D 203° 5.1 NM from FAF **TDZE** 5330 5800 7600 DDY VORTAC Remain within 10 NM OPNEE 116.2 (3) DDY 8 Δ'n ZEGAN Ç33 DDY 10.5) DDY 7800 DDY [12.1) 5397 203° ≤3.00° 13.1 TCH 56 7600 7000 6200 1 NM -- 1.6 NM --- 2.5 NM− 8 NM C D CATEGORY В 5680-11/4 5680-1 350 (400-1) S-21 350 (400-11/4) 5780-1 REIL Rwys 21 and 26 5800-1 5800-11/2 5900-2 CIRCLING HIRL Rwys 3-21 and 8-26 **U** 430 (500-1) 450 (500-1) 450 (500-11/2) 550 (600-2)

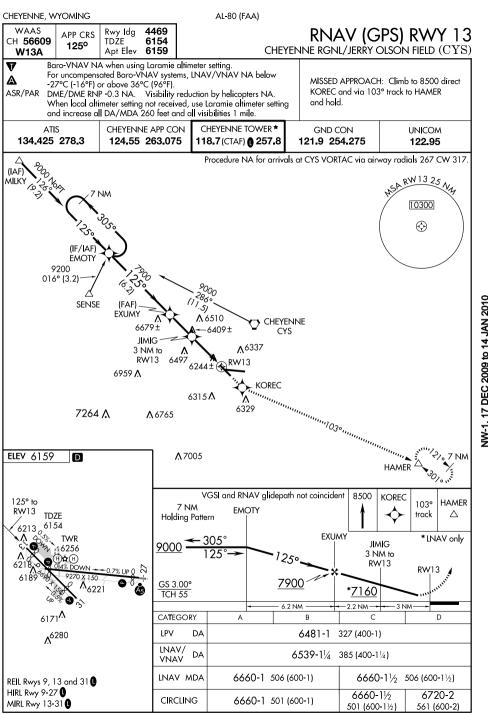
CASPER, WYOMING AL-72 (FAA) VORTAC DDY Rwy Idg 10165 VOR/DME RWY 3 APP CRS 116.2 TDŹE 5328 0250 CASPER/NATRONA COUNTY INTL (CPR) Apt Elev 5350 Chan 109 V MALSR MISSED APPROACH: Climb to 7600 direct DDY VORTAC å and hold. ATIS CASPER APP CON ★ CASPER TOWER ★ GND CON CLNC DEL CASPER RADIO UNICOM 126,15 120.65 354.1 118.3 (CTAF) 0 257.8 121.9 122.95 121.9 257.8 122.4 Procedure NA for arrivals at DDY VORTAC (IAF) via airway radials 204 CW 273. RICOK DDY 29) R-273. , 0°5° IAF -MUDDY MOUNTAIN 116.2 DDY **Ξ:**∴. DDY 29 Arc Chan 109 0048 NSA DDY 25 NA (29) 7600 9500 NW-1, 17 DEC 2009 to 14, IAN 2010 (IAF) **HUSAS** JĖKUV DDY 17.8 DDY 29) CEGPI λ_{5734±} DDY 21.1) 6070 8423 8270 8259 A A A A (IAF) NUNTE HEITY **FASUT DDY** 29 DDY 29 DDY 29 8287 DOY 20 Arc 8400 to FASUT 010° (0.8) and 510300 to MUNTE (IAF) 024° (6.2) CHOMP ELEV 5350 DDY 36 15 NM Ζl **FASUT** 7600 DDY 867 DDY 29) \Diamond CEGPI Ç33 DDY [21.1) HUSAS 116.2 DDY 17.8) 5397 TDZE 35 8400 0250 5328 DDY 3.00°≥ DDY 16.1) TCH 53 14.7 Procedure 7400 Turn 6360 025° 6.4 NM NA from FAF - 3.3 NM -1.7 NM 1.4 NM - 7.9 NM D CATEGORY Α C 5820/40 5820/50 S-3 5820/24 492 (500-1/2) 492 (500-34) 492 (500-1) REIL Rwy 21 and 26 5820-11/2 5900-2 CIRCLING 5820-1 470 (500-1) HIRL Rwy 3-21 and 8-26 470 (500-11/2) 550 (600-2)

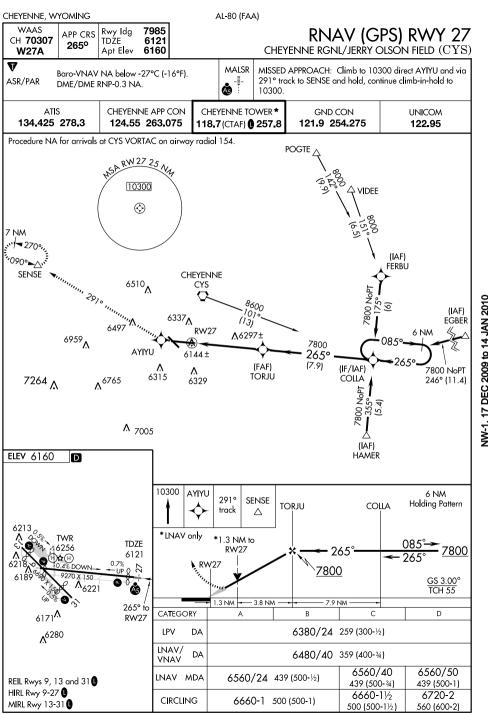


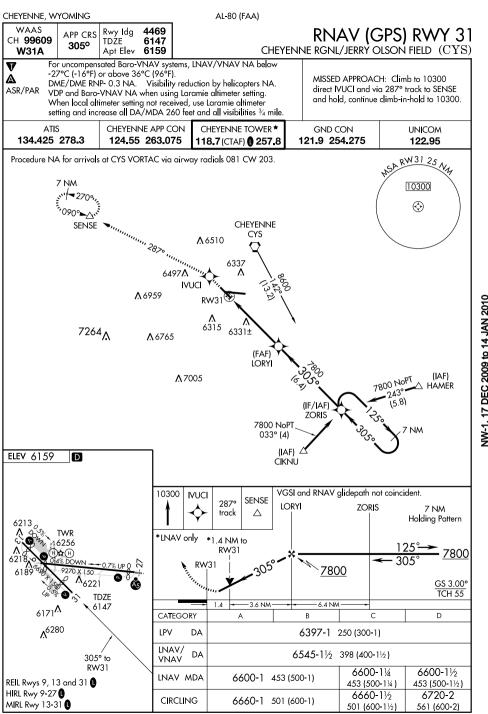


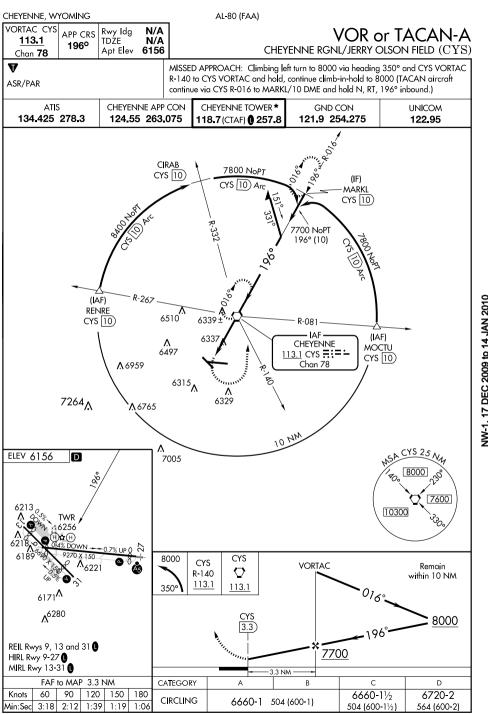


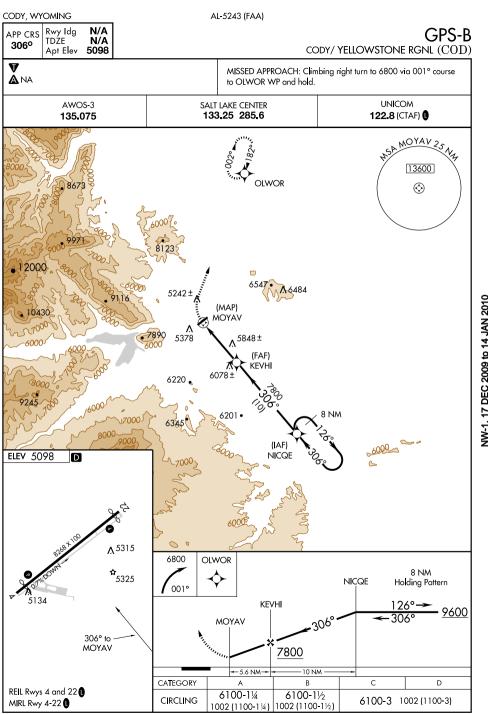
CHEYENNE, WYOMING AL-80 (FAA) WAAS Rwy Idg 7985 RNAV (GPS) RWY 9 APP CRS CH 73009 TDŹF 6143 085° 6159 CHEYENNE RGNL/JERRY OLSON FIELD (CYS) W09A Apt Elev For uncompensated Baro-VNAV systems, LNAV/VNAV NA below v -27°C (-16°F) or above 36°C (96°F). MISSED APPROACH: Climb to 8500 direct DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. ASR/PAR CIVOS and via 121° track to HAMER When local altimeter setting not received, use Laramie altimeter setting and hold. and increase all DA 251 feet, all MDA 260 feet, and all visibilities 3/4 mile. VDP and Baro-VNAV NA when using Laramie altimeter setting CHEYENNE APP CON CHEYENNE TOWER★ GND CON UNICOM 134.425 278.3 121.9 254.275 124.55 263.075 122.95 118.7 (CTAF) **0** 257.8 Procedure NA for arrivals at CYS VORTAC via airway radials 267 CW 292. MSA RW09 25 Ny and for arrivals at BARGR via V4 southeastbound. 10300 **(** 10600 to 7800 6510 A TODVE CHEYENNE (IF/IAF) 085° (2.7) -253° CYS TODVE (16.5)(FAF) 6497 8600 SIGSE HAXUG **∆**6337 **1** 6488 08.5° **∧**6244± (6.7)Zinanan 27° nananana RW09 6959 WIKAR NW-1, 17 DEC 2009 to 14 JAN 2010 **CIVOS** Λ6329 RW09 7264 A ۸ 6765 Λ 7005 *∧* 7792 MISSED APCH FIX ELEV 6159 D **BARGR** 8500 CIVOS **7 NM HAMER** 1210 Holding Pattern TODVE track Δ 085° to SIGSE **RW09** HAXUG *LNAV only WIKAR 6213₀ 2.7 NM to TWR 10600 085% RW09 **46256** *1.1 NM to 8600 RW09 RW09 north GS 3.00° 618 78ÓÓ Λ₆₂₂₁ *7060 TCH 50 **TDZE** 6143 6.7 NM 2.7 NM 2.3 NM D CATEGORY 6171**^** LPV DA 6473-11/4 330 (400-11/4) ۸⁶²⁸⁰ LNAV/ 6542-11/2 399 (400-11/2) DA VNAV 6540-11/4 LNAV MDA 6540-1 397 (400-1) REIL Rwys 9, 13, and 31 0 397 (400-11/4) HIRL Rwy 9-27 6720-2 6660-11/2 CIRCLING 6660-1 501 (600-1) MIRL Rwy 13-31 () 501 (600-11/2) 561 (600-2)



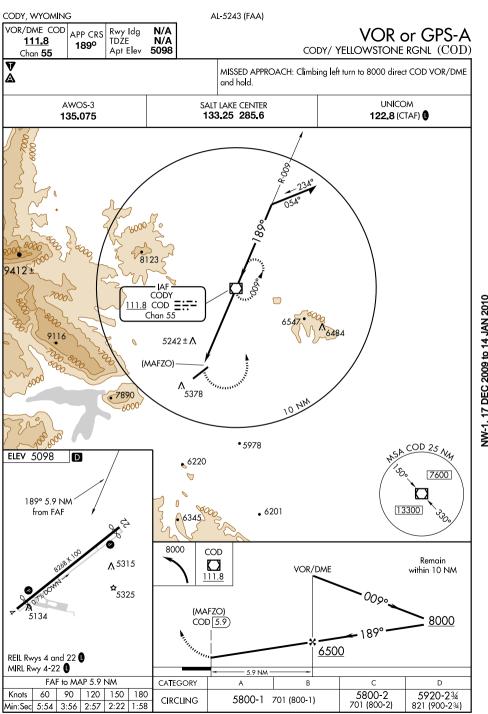


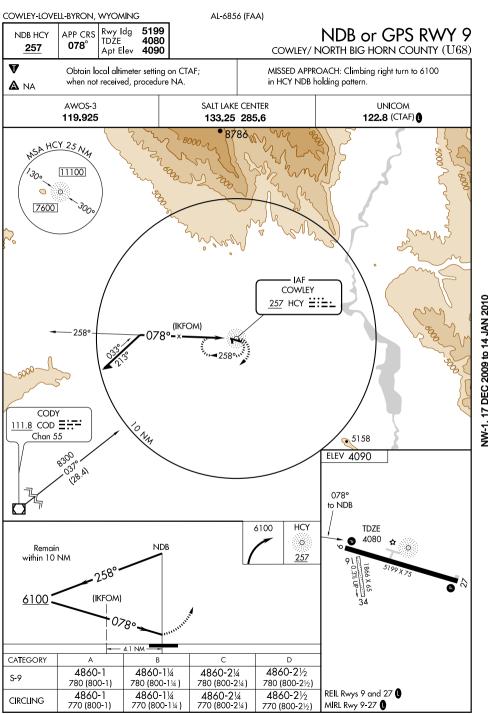


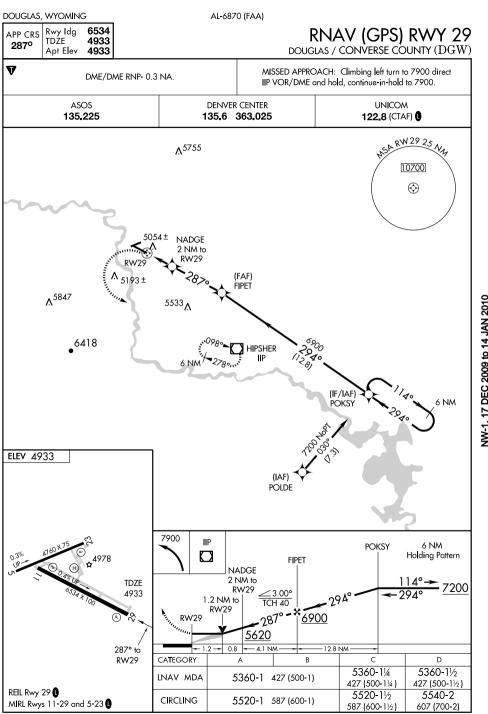


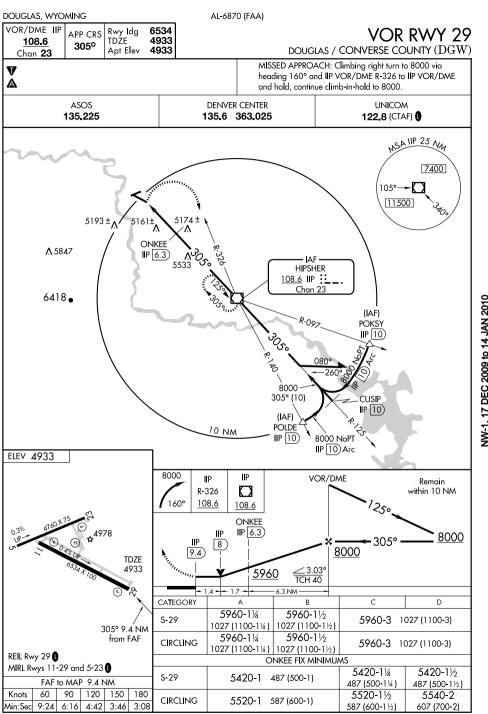


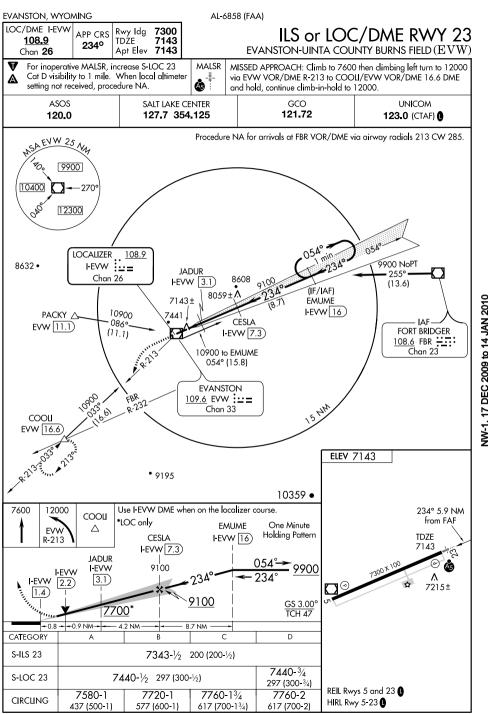
CODY, WYOMING AL-5243 (FAA) WAAS Rwy Idg 7178 RNAV (GPS) RWY 22 APP CRS CH **93600** TDŹE 5076 218° CODY/ YELLOWSTONE RGNL (COD) 5102 Apt Elev W22A V MISSED APPROACH: Climb to 9600 direct AJKEV DME/DME RNP- 0.3 NA. Δ and left turn via 123° track to NICQE and hold. UNICOM AWOS-3 SALT LAKE CENTER 135.075 133.25 285.6 122,8 (CTAF) 0 (IAF) SEZJI 7 NM 8673 (FAF) (IF/IAF) ELYPS DUSCA 6502± COYAV RW22 25 Ny 4.4 NM to RW22 5242 ± Λ (IAF) **RW22** 5360± HOZZR 13600 NW-1, 17 DEC 2009 to 14, IAN 2010 5378V. **(** AJKFV . 5978 6220 6201 8000 **VICQE** •10941 11/301± CRANY 8 NM 5102 **ELEV** D Procedure NA for arrivals at CRANY via V187 and V319 southeast bound. 218° to RW22 9600 AJKEV NICQE 7 NM Holding Pattern **TDZE** Δ 123° DUSCA 5076 Track * LNAV only **ELYPS** COYAV 4.4 NM to 8000 RW22 **∧**5315 *1.6 NM to RW22 RW22 **☆**5325 GS 3.00° 6540 7500 TCH 50 5134 - 2.8 NM --- 2.9 NM 6.2 NM CATEGORY В D LPV DA 5457-11/4 381 (400-11/4) LNAV/ DA NA 5620-134 5620-11/2 LNAV MDA 5620-1 544 (600-1) 544 (600-11/2) 544 (600-134) REIL Rwys 4 and 22 5900-21/4 5960-234 CIRCLING 5840-11/4 738 (800-11/4) MIRL Rwy 4-22 🚺 858 (900-234) 798 (800-21/4)

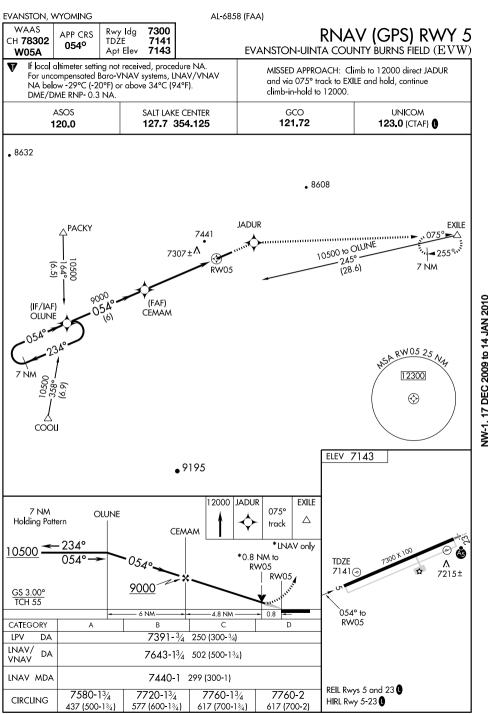


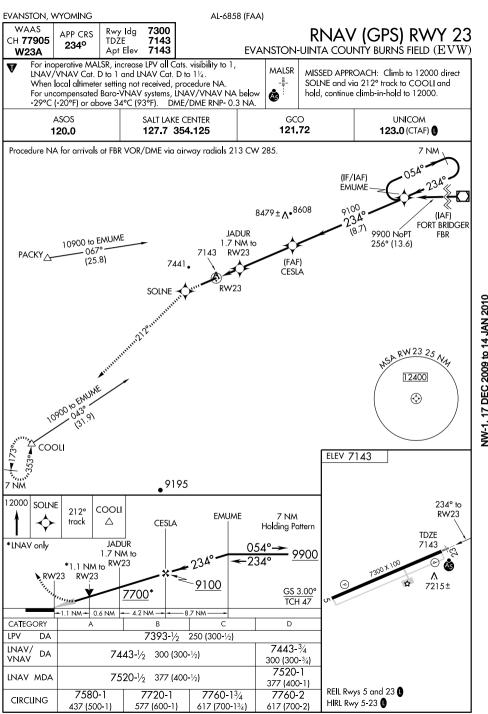


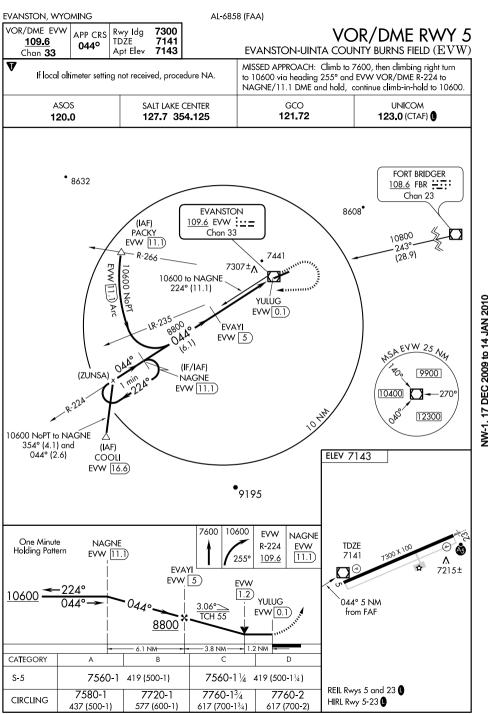


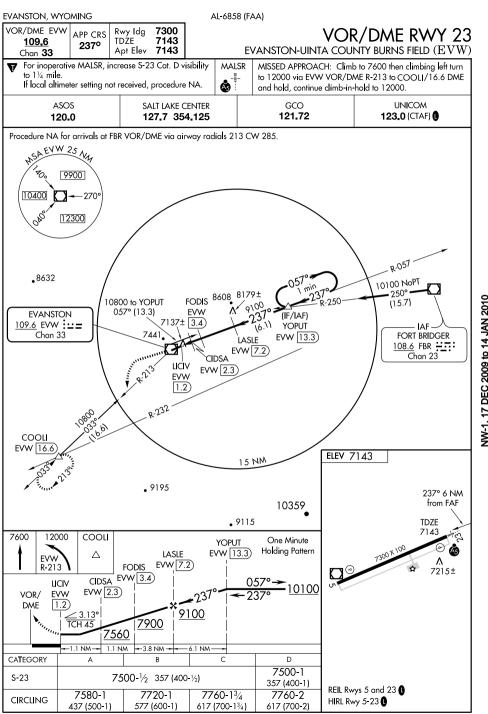


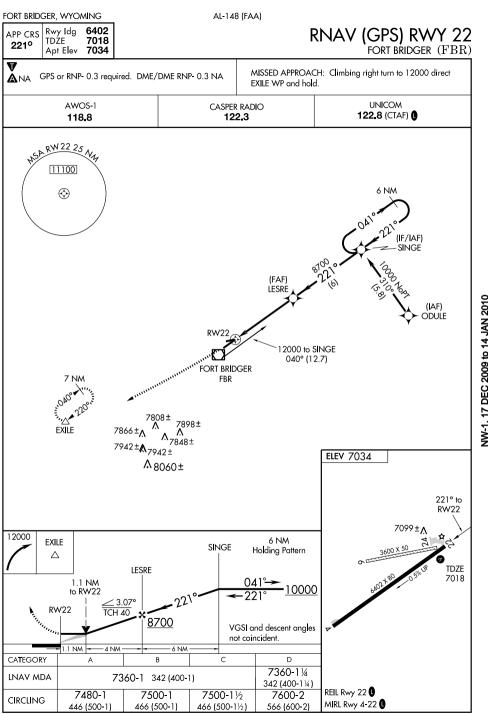


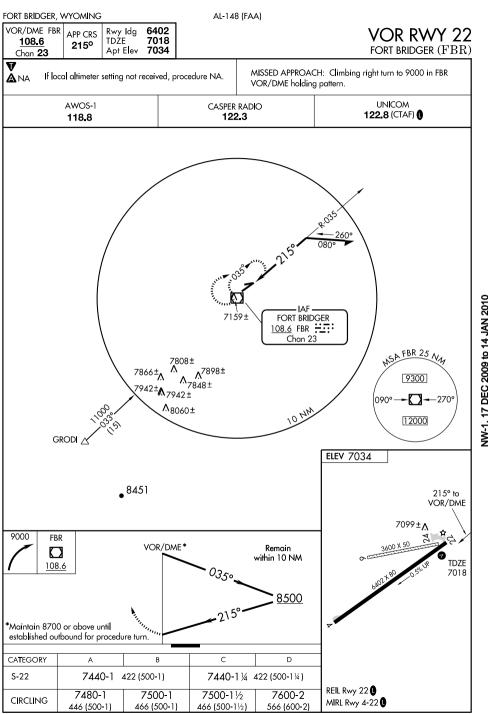






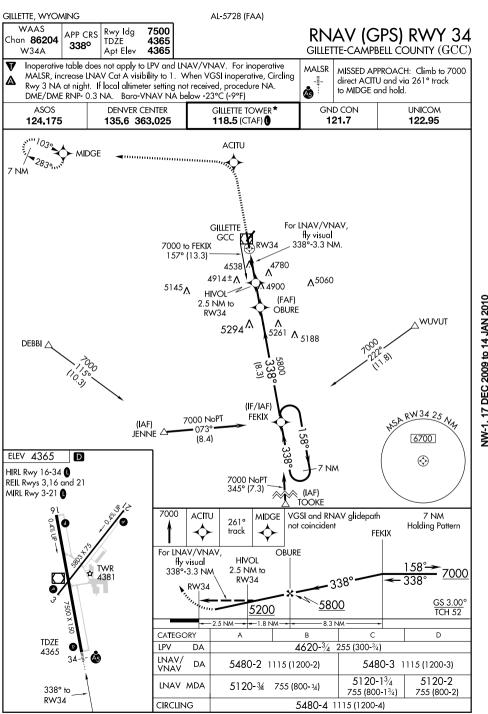




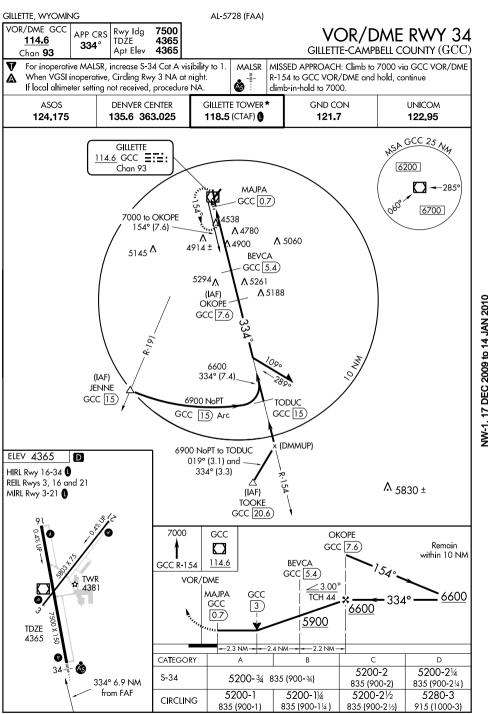


GILLETTE, WYOMING AL-5728 (FAA) LOC/DME I-LLT Rwy Ida 7500 ILS or LOC RWY 34 APP CRS 110.1 4365 TDŹE 338° GILLETTE-CAMPBELL COUNTY (GCC) 4365 Apt Elev Chan 38 For inoperative MALSR, increase S-LOC Cat A, and GILYE FIX MINIMUMS S-LOC Cat A/B visibilities to 1. MALSR MISSED APPROACH: Climb to 5700 then climbing left turn Inoperative table does not apply to S-ILS 34. to 7000 via heading 150° and GCC VOR/DME R-290 to When VGSI inoperative, circling Rwy 3 NA at night. å GCC VOR/DME and hold, continue climb-in-hold to 7000. If local altimeter setting not received, procedure NA. ADF or DME required. ASOS GND CON UNICOM DENVER CENTER GILLETTE TOWER★ 124,175 135.6 363.025 118.5 (CTAF) 0 121.7 122.95 MSA GCC 25 Nu IOCALI7FR 110.1 6200 |-LLT :=:: Chan 38 28.59 7000 to NDB GILIFTTE 6700 157° (4.7) 114.6 GCC **=:=:** Chan 93 4538 **∧**4780 4914± A **1** 5060 4900 5145 \Lambda **GILYE** I-LLT 3.7 IAF -DERYK ↑ 5261 NW-1, 17 DEC 2009 to 14, IAN 2010 5294 380 GC =:-: 1,5188 I-LLT [5.4) ·6 100 95°. DIDSE I-LLT [12] JENNE 4 ADF or DME REQUIRED GCC [15) #6500 NoPT to DIDSE 350° (4.4) #DME Required (CFLHJ) (IAF) and LOC (5) N TÓOKE ELEV 4365 GCC 20.6 HIRL Rwy 16-34 1 5700 7000 GCC DERYK NDB Remain GCC REIL Rwys 3, 16 and 21 within 10 NM I-LLT [5.4] R-290 MIRL Rwy 3-21 0 VGSI and ILS glidepath 150 114.6 114.6 1500 not coincident. Use I-LLT DME when on GILYE 5706 LOC course I-LLT I-LLT I-LLT 6600 3.7 338° 3 1.4) MM GS 3.00° **TWR** 5800 5200* 4381 TCH 47 * LOC only 0.7 1.7 NM CATEGORY Α 4565-34 S-ILS 34 200 (200-34) 5200-2 5200-21/4 S-LOC 34 5200-3/4 835 (900-3/4) 835 (900-2) 835 (900-21/4) **TDZE** 5200-1 5200-11/2 5200-21/2 5280-3 4365 CIRCLING 835 (900-1) 835 (900-11/4) 835 (900-21/2) 915 (1000-3) 34 338° 4 NM from FAF GILYE FIX MINIMUMS 4940-1 4940-11/4 S-LOC 34 4940-34 575 (600-34) FAF to MAP 4 NM 575 (600-11/4) 575 (600-1) 60 90 120 150 180 Knots 5120-21/4 5280-3 CIRCLING 5040-1 675 (700-1) 4:00 2:00 1:36 1:20 Min:Sec 2:40 755 (800-21/4) 915 (1000-3)

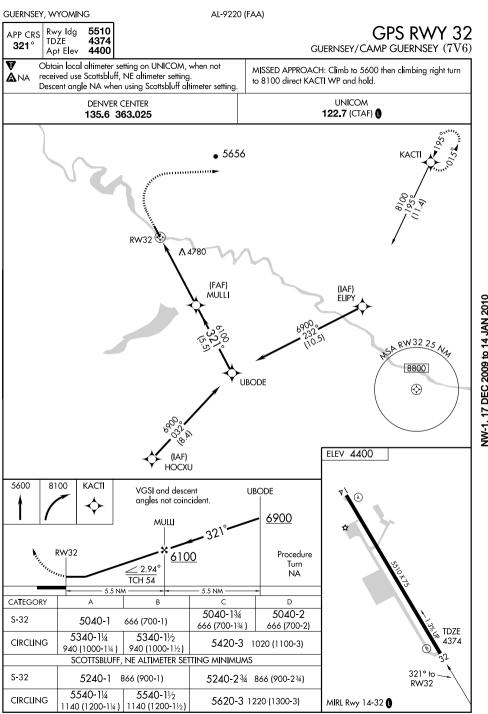
GILLETE, WYOMING AL-5728 (FAA) WAAS 7500 RNAV (GPS) RWY 16 Rwy Idg APP CRS Chan 86221 TDŹE 4337 1580 GILLETTE-CAMPBELL COUNTY (GCC) Apt Elev 4365 W16A DME/DME RNP- 0.3 NA. Baro-VNAV NA below -23°C (-9°F). MISSED APPROACH: Climb to 7000 direct IDIPE and If local altimeter setting not received, procedure NA. A via 161° track to JUGIP and hold. When VGSI inoperative, circling Rwy 3 NA at night. GILLETTE TOWER ★ ASOS DENVER CENTER GND CON UNICOM 124.175 135.6 363.025 118.5 (CTAF) 0 121.7 122.95 NSA RW 16 25 Ny (IAF) HITO'S ^ 7000 NoPT 6700 163° (7) **(** (IF/IAF) CACLA 6000 1**58** (6.3) 1000 .057°~ (12.A) VW-1, 17 DEC 2009 to 14 JAN 2010 MIDGE 🛆 (FAF) ÀCITÚ 7000 to CACLA 4649± For LNAV/VNAV. 338° (11.8) fly visual 158° 1.9 NM 4489± GILLETTE RW16 GCC IDIPE MISSED APCH FIX ۸⁴⁷⁸⁰ 4538 4914±∧ ⁵⁰⁶⁰⁄⁄ **ELEV 4365** D **JUGIP ∴** 5145 4900 158° to RW16 7 NM 5294A ^5261 IDIPE 7000 **JUGIP** 7 NM TDZE 161° CACLA Holding Pattern 4337 *LNAV only track For LNAV/VNAV **ACITU** *1.6 NM to Fly visual, TWR 4381 7000 158°-1.9 NM RW16 1580. RW16 **₫** GS 3.00° 6000 TCH 45 6.3 NM 3.4 NM -CATEGORY D LPV DA 4660-11/4 323 (300-11/4) LNAV/ DA 34-4980-2 643 (700-2) VNAV 4900-11/2 4900-134 LNAV MDA 4900-1 563 (600-1) HIRL Rwy 16-34 563 (600-11/2) 563 (600-134) REIL Rwys 3,16 and 21 5120-21/4 5280-3 CIRCLING 5040-21/4 675 (700-21/4) MIRL Rwy 3-21 () 915 (1000-3) 755 (800-21/4)



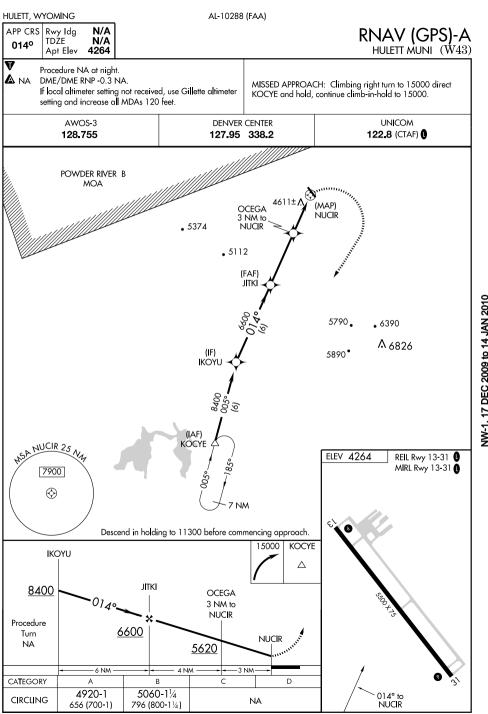
GILLETTE, WYOMING AL-5728 (FAA) VOR/DMF GCC 7500 Rwy Idg VOR/DME RWY 16 APP CRS 114.6 TDŹE 4337 1580 GILLETTE-CAMPBELL COUNTY (GCC) Apt Elev 4365 Chan 93 Visibility reduction by helicopters NA. MISSED APPROACH: Climbing left turn to 7000 via heading 308° If local altimeter setting not received, procedure NA. A and GCC R-338 to ODECA/14.5 DME and hold. When VGSI inoperative, circling Rwy 3 NA at night. GILLETTE TOWER ★ ASOS DENVER CENTER GND CON UNICOM 124.175 135.6 363.025 118.5 (CTAF) 0 121.7 122.95 (IAF) HITOS ်မွ် _AGCC 18.8) (JUBIT) 7000 NoPT to ODECA 203° (1) and 158° (3.7) (IF/IAF) ODECA GCC 14.5) 6200 1**58°** (8.5) NW-1, 17 DEC 2009 to 14, IAN 2010 **ETUCI** GCC 6 (IAF) MIDGE R.283. 7000 to ODECA GCC 14.5) 338° (14.5) SOSCO GCC 0.6) 4669± **GILLETTE** NSA GCC 25 Ny 114.6 GCC **=:=**: ۸⁴⁵³⁸ Chan 93 ∆4780 6200 ELEV 4365 D 4914±Λ <u>∧</u> 4900 5060 -285 5145 ÓPQ 158° 5.5 NM 6700 5294 A from FAF ∧ 5261 TDZE & **1**5188 4337 7000 GCC **ODECA ODECA** One Minute GCC [14.5) R-338 GCC Holding Pattern ETUCI 14.5 ★ TWR
 4381 308° 114.6 GCC 6 VOR/DME GCC 7000 2.1 SOSCO 1580 3.12° GCC TCH 61 0.6 6200 VGSI and descent angles not coincident 3.9 NM 1.6 NM 8.5 NM -34-CATEGORY Α C 4920-11/2 4920-13/4 S-16 4920-1 583 (600-1) HIRL Rwy 16-34 (583 (600-11/2) 583 (600-134) REIL Rwys 3, 16 and 21 5120-21/4 5280-3 CIRCLING 5040-1 675 (700-1) MIRL Rwy 3-21 (1) 755 (800-2¼) 915 (1000-3)

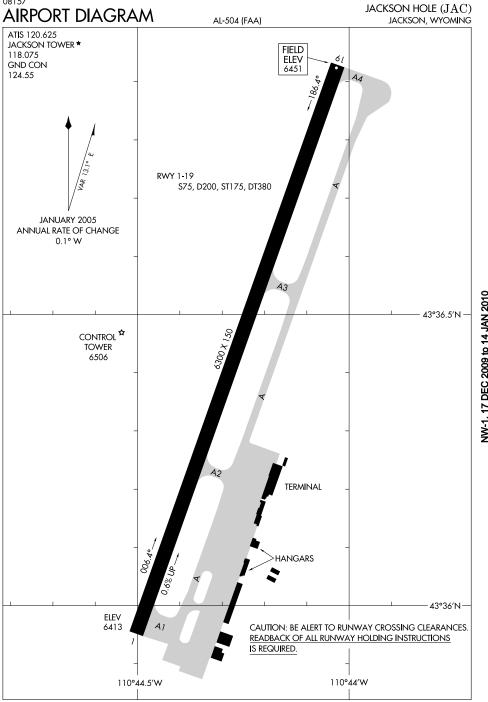


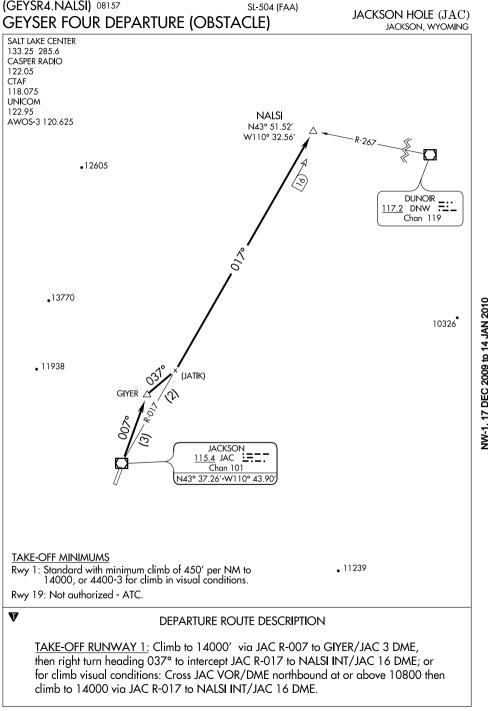
GREYBULL, WYOMING AL-531 (FAA) 6302 Rwy Idg NDB RWY 33 NDB GEY APP CRS TDŹE 3913 318° 275 GREYBULL/SOUTH BIG HORN COUNTY (GEY)Apt Elev 3939 V If local altimeter setting not received, use Worland MISSED APPROACH: Climbing left turn to 6500 in GEY NDB altimeter setting and increase all MDAs 120 feet. A NA holding pattern. Visibility reduction by helicopter NA. ASOS CTAF SALT LAKE CENTER 135.325 133.25 285.6 122.9 0 10162 5087 CODY 111.8 COD **Ξ**:--Chan 55 **●**5005 9500 NW-1 17 DEC 2009 to 14 JAN 2010 0859 IAF -(38.4) GREYBULL 275 GEY <u>- . . .</u> 4783 4800± MSA GEY 25 Ny **ELEV 3939** 11600 ς١ 7000 337°-(33.3) WORLAND 7500 114.8 RLY :=:-. Chan 95 6500 **GEY** NDB Remain 0 within 10 NM 275 3699 X 75 - 0.6% UP 6300 TDZE 318°° 3913 O ✿ 33 CATEGORY С 5200-11/4 5200-11/2 318° to S-33 5200-3 1287 (1300-3) 1287 (1300-11/4) 1287 (1300-11/2) NDB 5200-11/4 5200-11/2 CIRCLING 5200-3 1261 (1300-3) MIRL Rwy 15-33 0 1261 (1300-11/4) 1261 (1300-11/2)



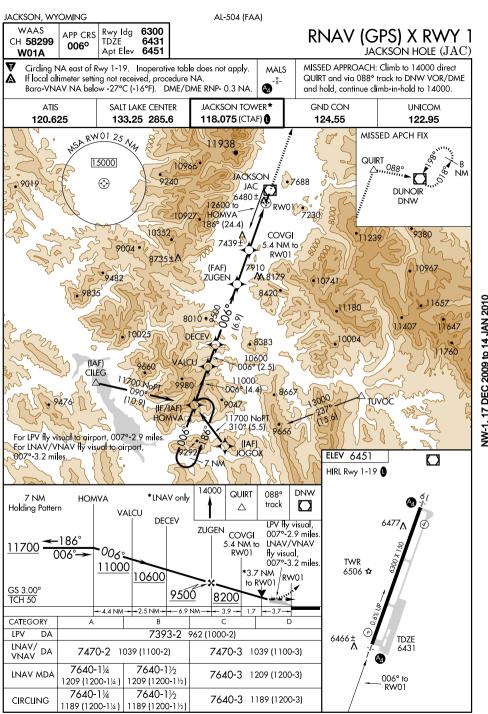
GUERNSEY, WYOMING AL-9220 (FAA) 5510 Rwy Idg NDB RWY 32 NDB GYZ APP CRS TDŹE 4374 321° 280 GUERNSEY/CAMP GUERNSEY (7V6) 4400 Apt Elev V When control tower closed obtain local altimeter setting on UNICOM, MISSED APPROACH: Climb to 5700 then climbing when not received use Scottsbluff, NE altimeter setting and increase right turn to 7000 direct GYZ NDB and hold. all MDAs 200 feet and increase CATs B and C visibilities ¼mile. DENVER CENTER UNICOM 135.6 363.025 122.7 (CTAF) 1 KACTI 5656 BFF 44.9 7500 241° (19.91 NW-1, 17 DEC 2009 to 14, IAN 2010 CAMP GUERNSEY 280 GYZ =::-1500 -051° **JEZZY** J.91 IIP 33.7 GYZ 25 Ny **ELEV 4400** 10 NM 8500 7300 5700 7000 GYZ NDB Remain 0 within 10 NM 280 6700 TDZE 4374 CATEGORY Α C D 5280-3 5280-234 S-32 5280-11/4 906 (900-11/4) 906 (900-2%) 906 (900-3) 5340-11/4 5340-11/2 **CIRCLING** 5420-3 1020 (1100-3) MIRL Rwy 14-32 1 940 (1000-11/4) 940 (1000-11/2)

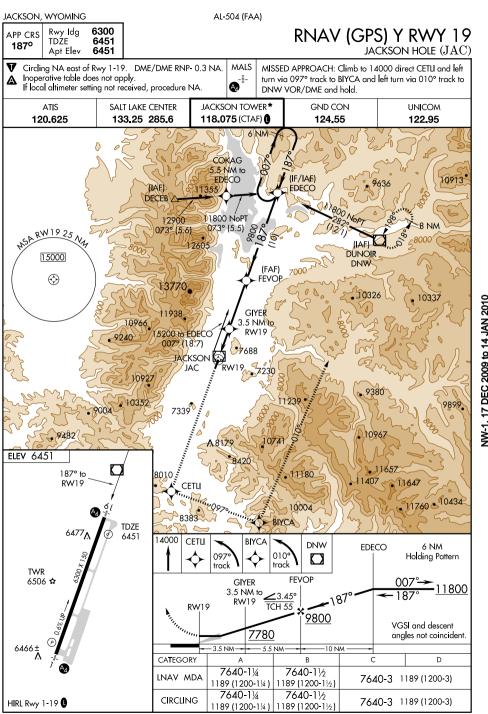


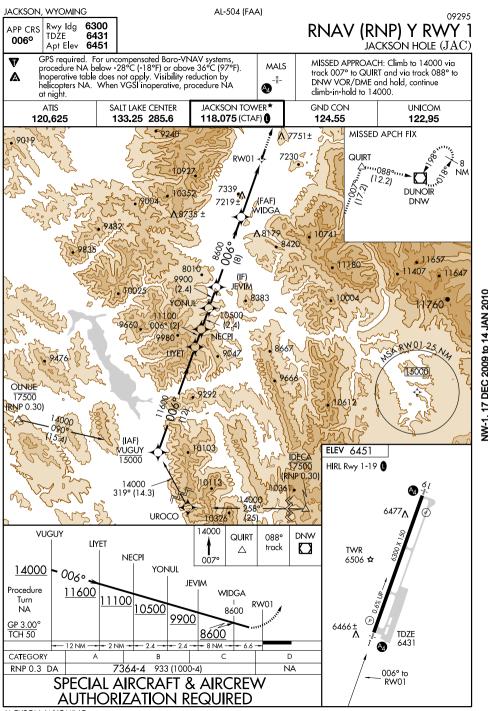


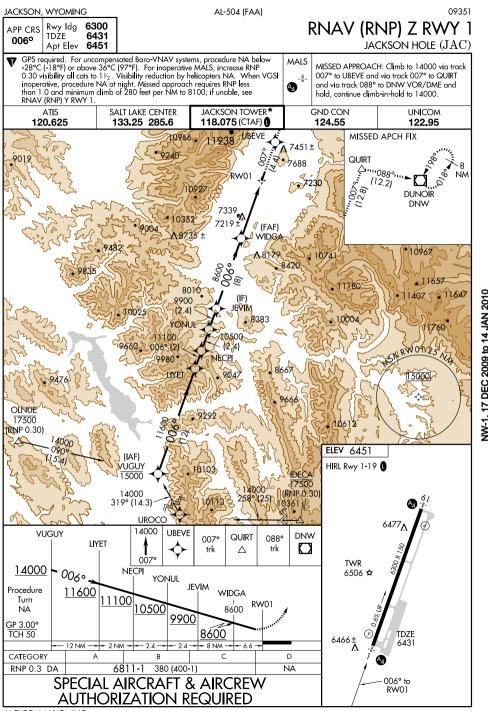


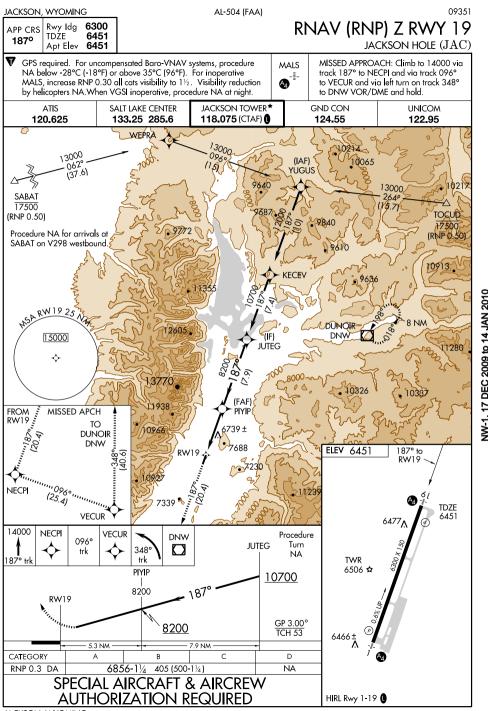
NW-1, 17 DEC 2009 to 14 JAN 2010

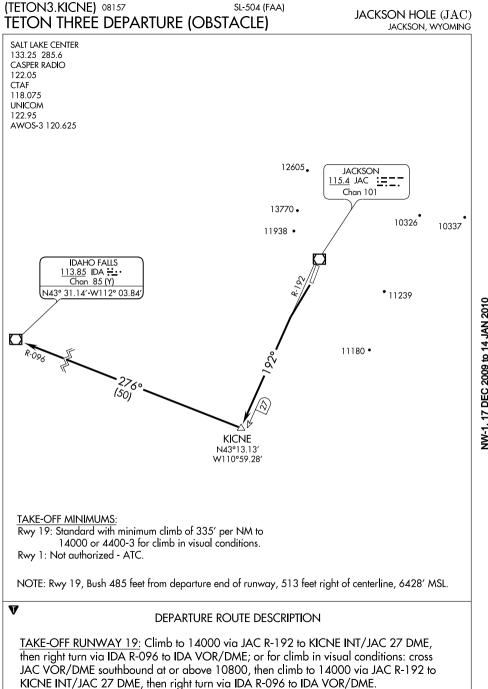


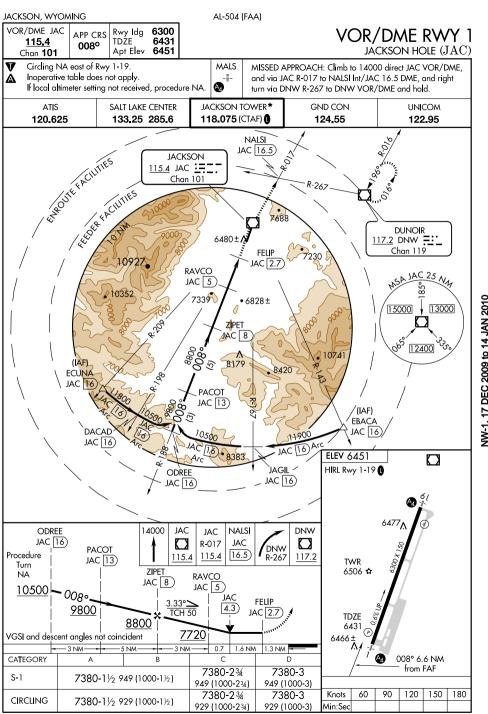


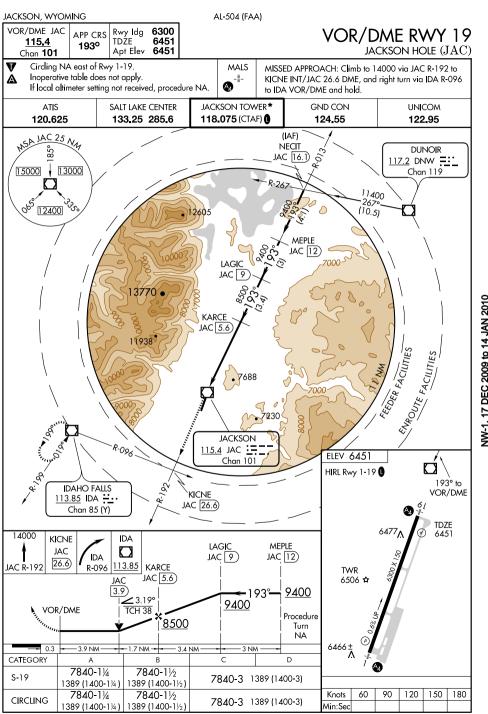


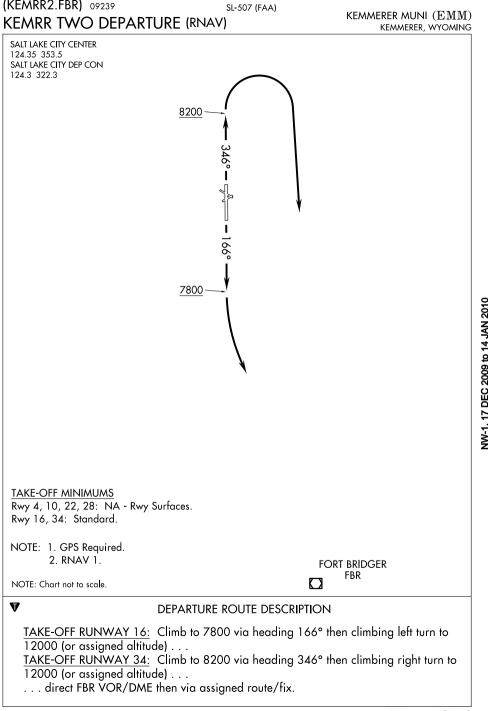


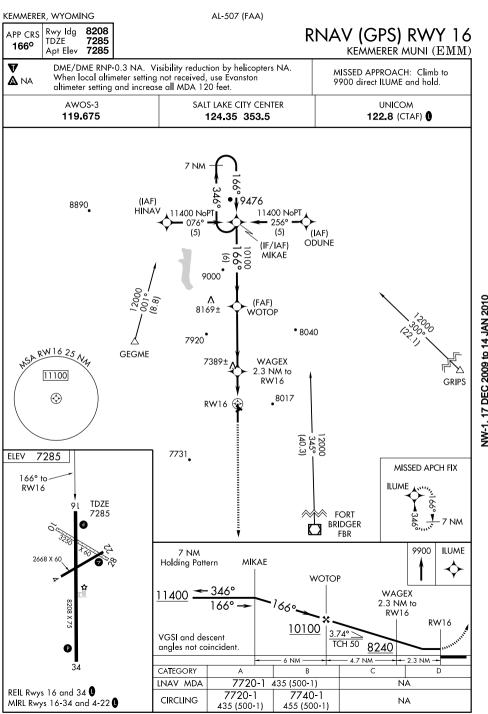


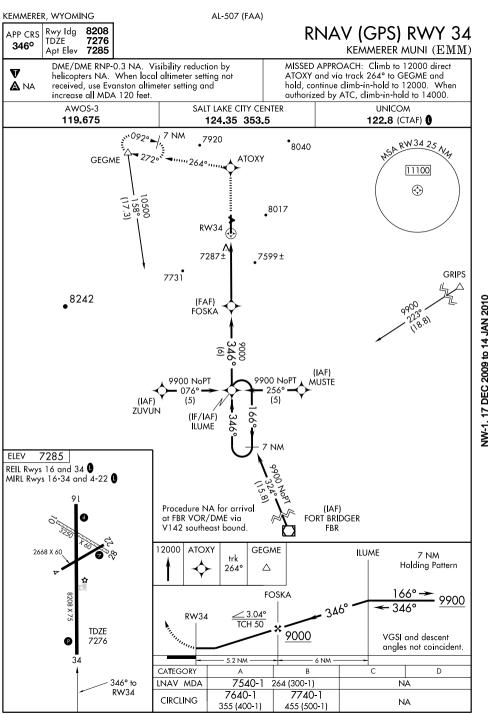


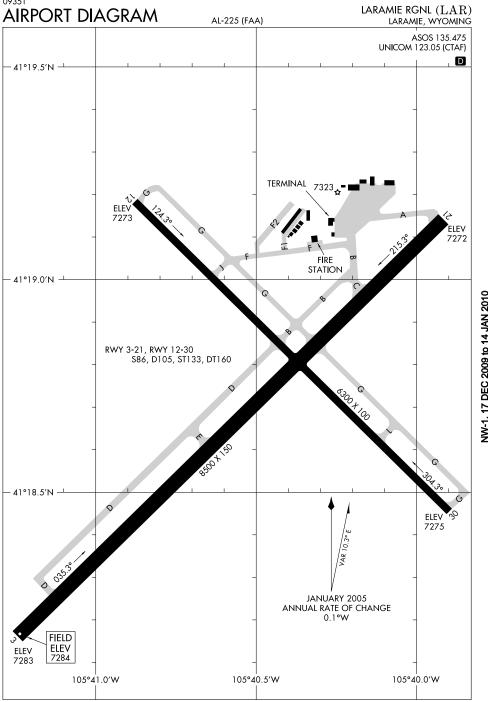


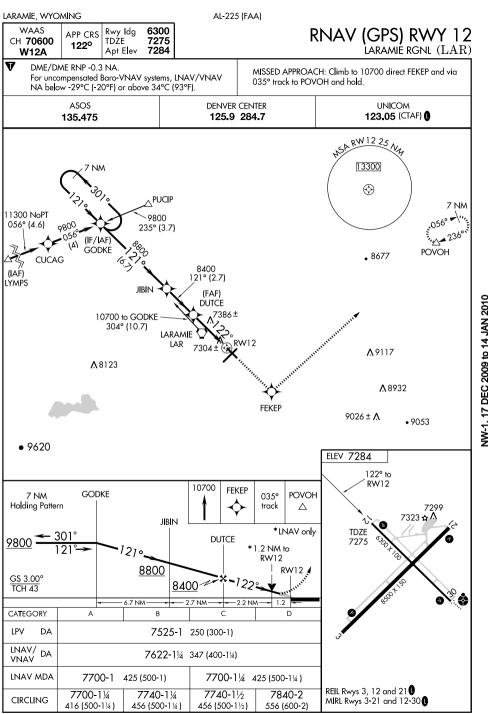


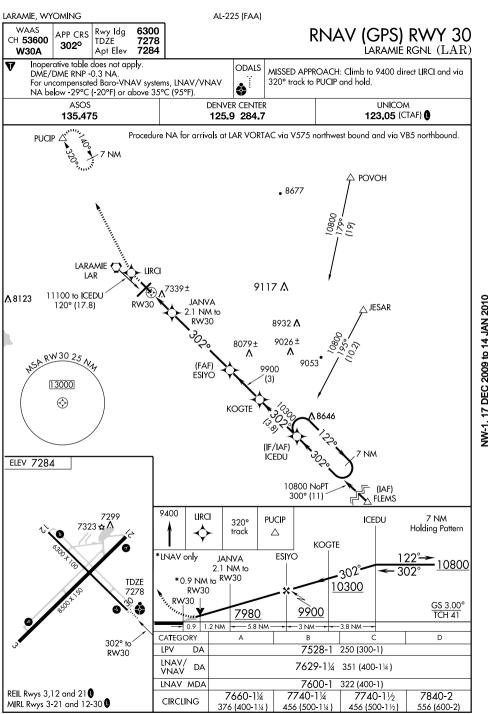






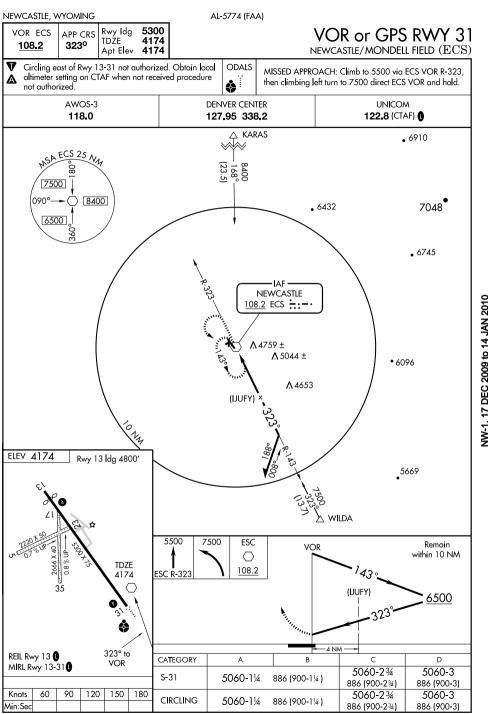


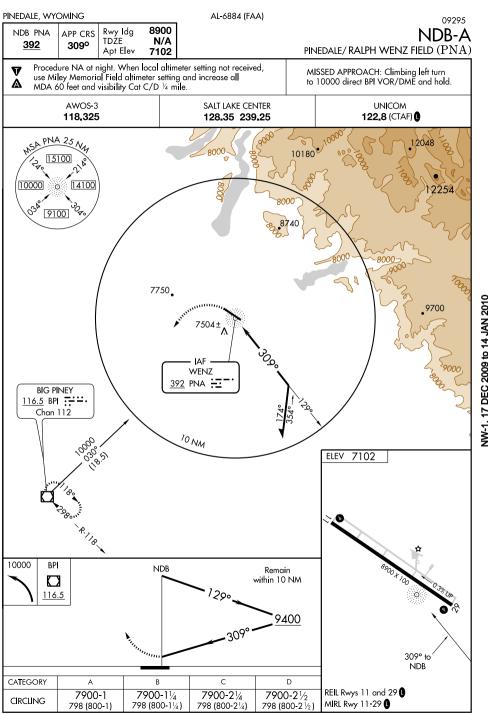


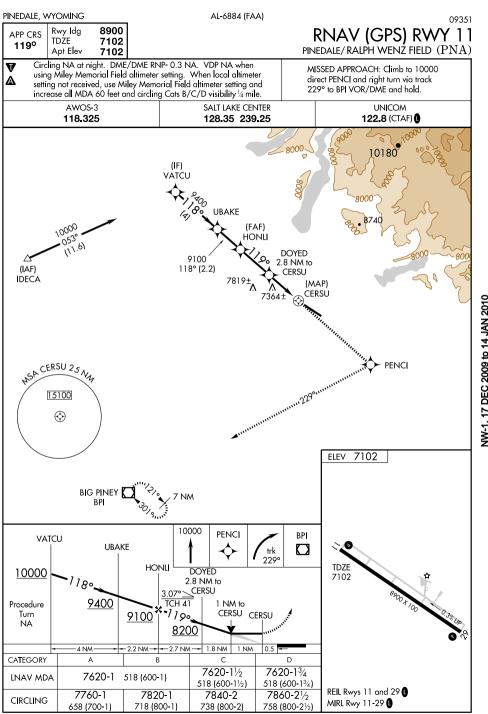


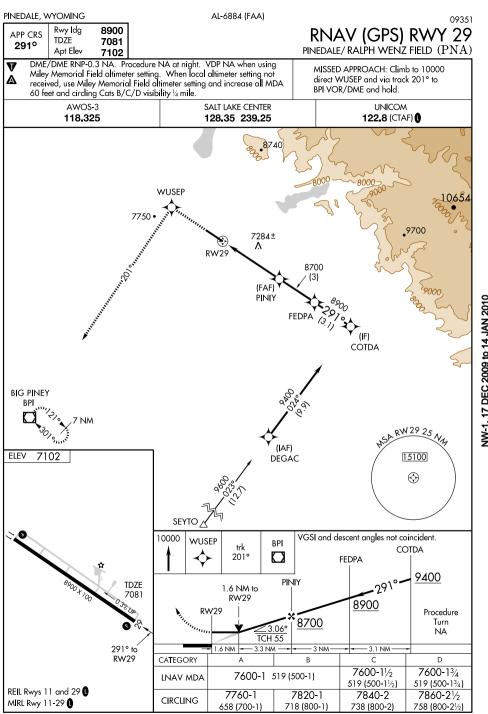
LARAMIE, WYOMING AL-225 (FAA) VORTAC LAR 6300 Rwy Idg VOR/DME or TACAN RWY 12 APP CRS 117.6 TDŹE 7275 107° LARAMIE RGNL (LAR) Apt Elev 7284 Chan **123** 77 MISSED APPROACH: Climb to 7700 then climbing right turn to 9500 direct LAR VORTAC and hold. continue climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC R-015 to CIKNA/18.1 DME and hold north, left turn, 195° inbound). ASOS DENVER CENTER UNICOM 135.475 125.9 284.7 123.05 (CTAF) (TILLS MBH LAR 25 NA 10300 CIKNA LAR [18.1) P-110 13300 (IAF) **PUCIP** LAR [10) (IF) FEMGI LAR 10) P. 28> (IAF) LYMPS NW-1, 17 DEC 2009 to 14, IAN 2010 9600 LAR [16] 8677 LAR 10)Arc 10100 NoPT IAF 093° (6) WEGBA ₹7386± 8300 to LARAMIE LAR [10] CILDU <u>117.6</u> LAR :≡: 107° (8.7) CILDU Chan 123 LAR [1.3) **∧**9117 ∧ ⁸¹²³ 81Ó0 107° (1.3) Λ 8932 7284 **ELEV** 107° 2.1 NM 9620 4200 (10) from FAF 7299 7323 **☆ Λ OCETE** LAR [10] **TDZE** 7275 7700 9500 LAR VORTAC Remain \Diamond within 10 NM 117.6 CILDU VGSI and descent angles not coincident. LAR [1.3) 9600 LAR 1072 3.53°≥ 1.3) 2.1 TCH 43 8300 8100 1.3 NM - 1.3 NM --- 0.8 NM→ REIL Rwys 3, 12 and 21 🗓 С CATEGORY Α D MIRL Rwys 3-21 and 12-30 (7580-1 S-12 305 (300-1) 7660-1 7740-1 7740-11/2 Knots 90 120 150 180 7840-2 CIRCLING 376 (400-1) 456 (500-1) 456 (500-11/2) 556 (600-2) Min:Sec

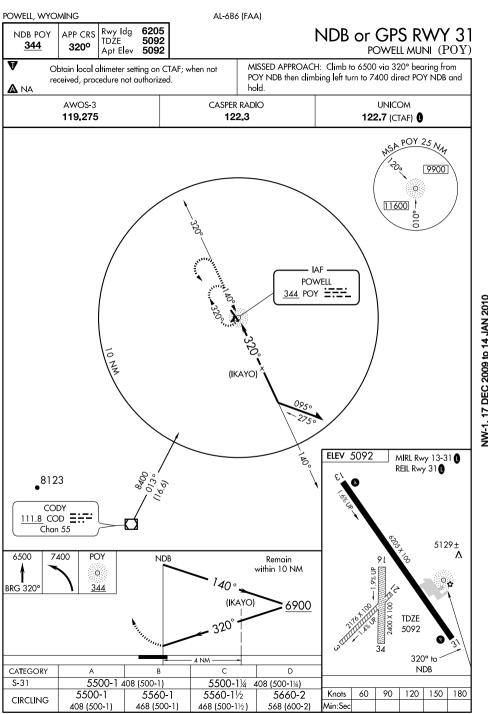
LARAMIE, WYOMING AL-225 (FAA) VORTAC LAR 6300 Rwy Idg VOR/DME or TACAN RWY 30 APP CRS 117.6 7278 TDŹE 292° LARAMIE RGNL (LAR) Apt Elev 7284 Chan 123 ODALS MISSED APPROACH: Climb to 9500 direct LAR VORTAC and hold, continue 77 climb-in-hold to 9500 (TACAN aircraft continue climb to 10600 via LAR VORTAC ٨ R-015 to CIKNA INT/18.1 DME and hold north, left turns, 195° inbound. ASOS DENVER CENTER UNICOM 135,475 125.9 284.7 123.05 (CTAF) (TACAN MISSED APCH FIX (IAF) POVOH LAR [18) CIKNA 8677 R-055 LAR [18.1) LAR [18] Arc 11300 to ECECU 112° (18) (IAF) 7339± LARAMIE **JESAR** 117.6 LAR **:**■: R-086 NW-1, 17 DEC 2009 to 14, IAN 2010 LAR [18) Chan 123 HEMBI **∧**8932 LAR [11.2) GARBE LAR 6 ∧8259± ∧9026± LAR 25 Ny 9053 2 9900 292° (2.9) DUCBE LAR [14.1) 13300 10200 8646 A 292° (3.9) (IF/IAF) ECECU LAR [18] ELEV 7284 (DMYIH) 10600 NoPT to ECECU 337° (5.1) and 7299 7323 **☆ ∆** P., 292° (7) (IAF) FLEMS / LAR 28.8 9500 LAR **ECECU** Remain \Diamond LAR 18 **TDZE** DUCBE within 10 NM 7278 117.6 LAR [14.1) HEMB LAR 11.2 GARBE LAR LAR (6) 10600 LAR 4 **∠** 3.00° 10600 TCH 41 [3.1)292° 8.1 NM 10200 from FAF 9900 8220 0.9 2 NM -- 5.2 NM --- -- 2.9 NM --- 3.9 NM -REIL Rwys 3, 12 and 21 1 D CATEGORY C MIRL Rwys 3-21 and 12-30 0 7600-1 S-30 7600-34 322 (400-34) 322 (400-1) Knots 90 120 150 180 7660-1 7740-1 7740-11/2 7840-2 CIRCLING <u>456 (500-</u>1) 456 (500-11/2) Min:Sec 376 (400-1) 556 (600-2)

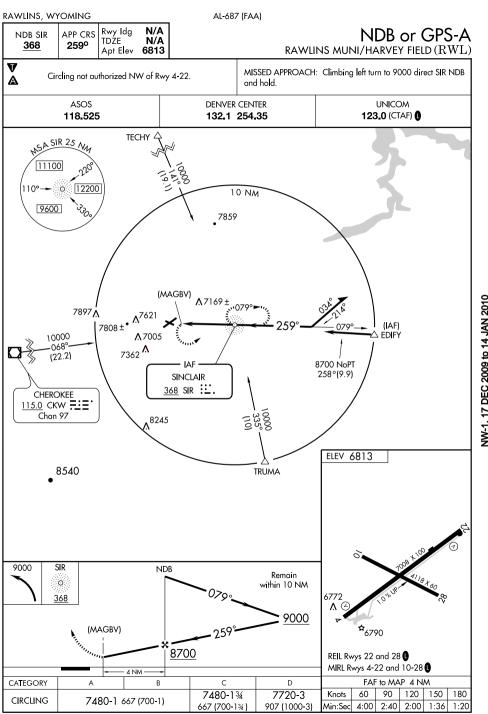


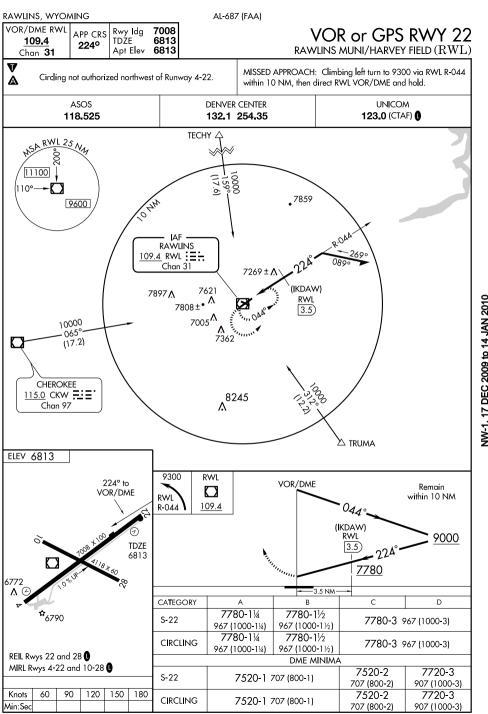


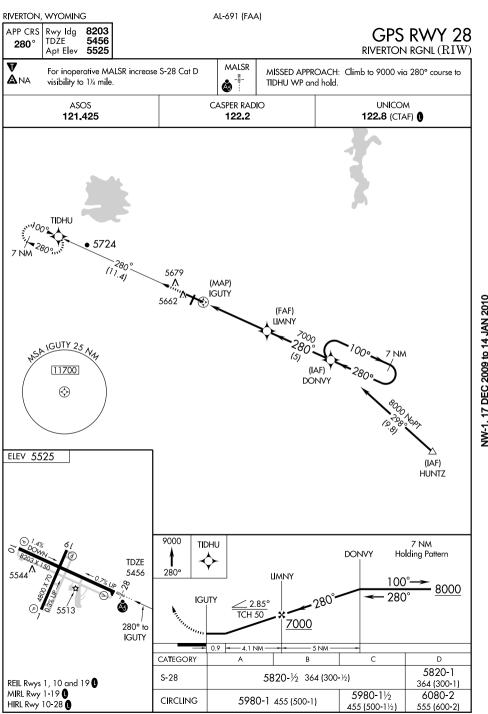


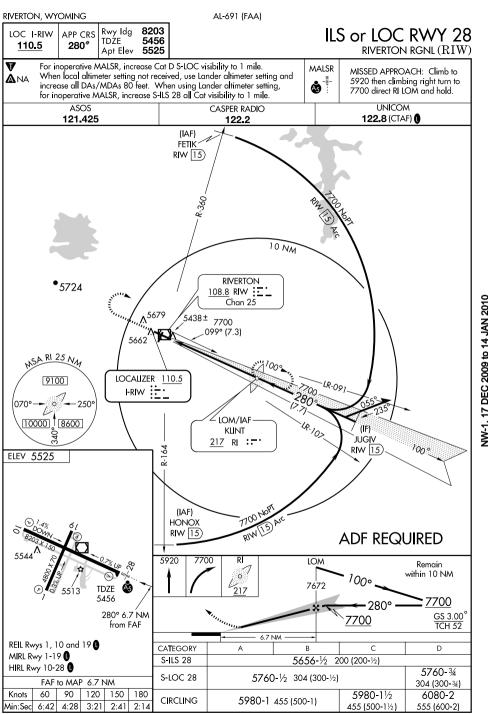


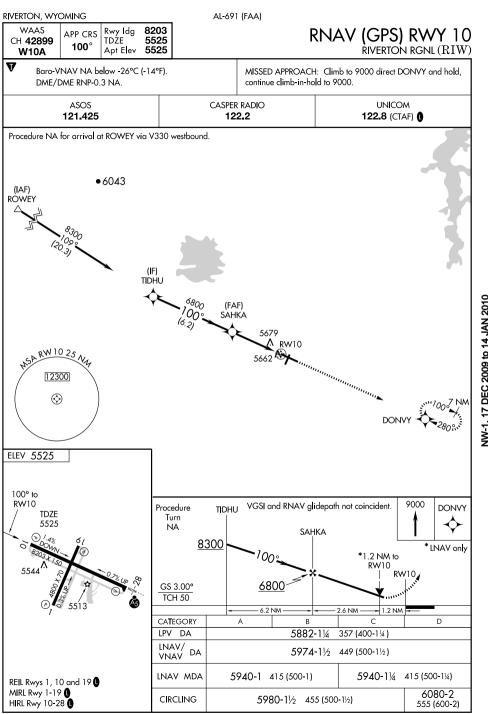


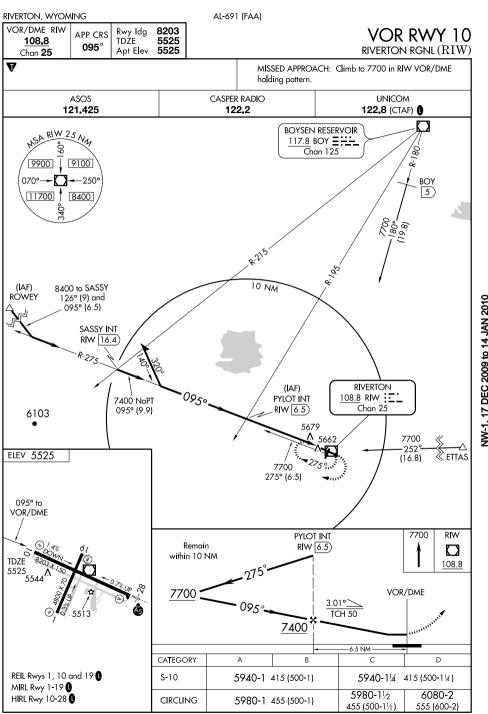


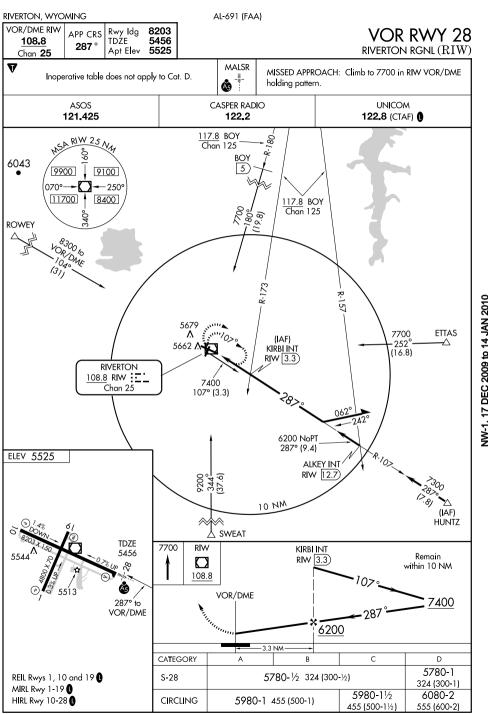


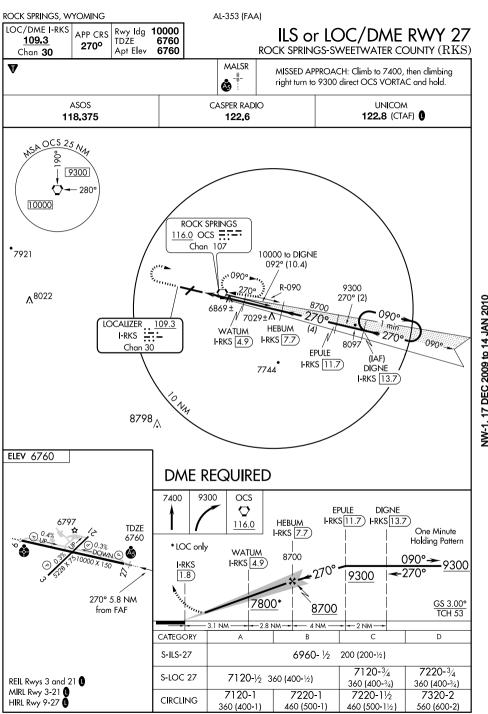


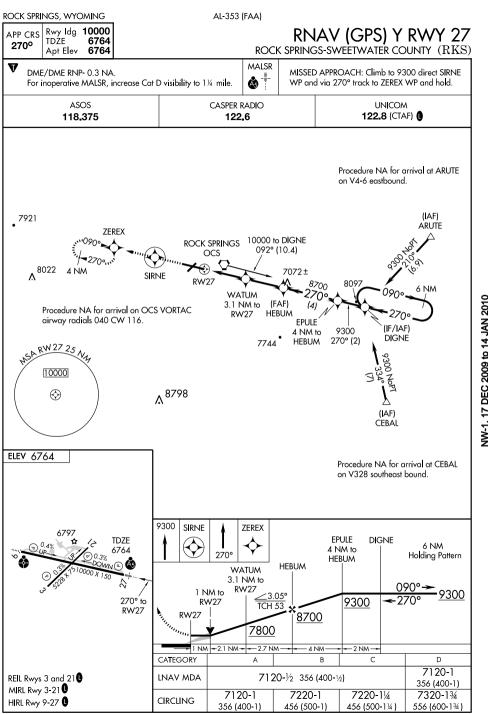


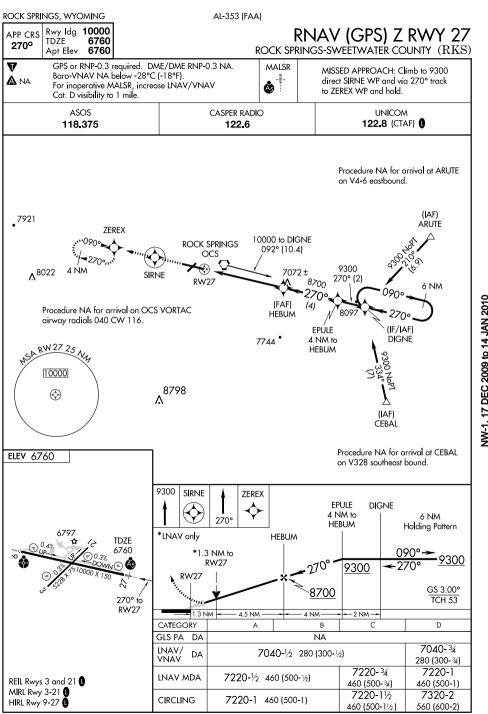


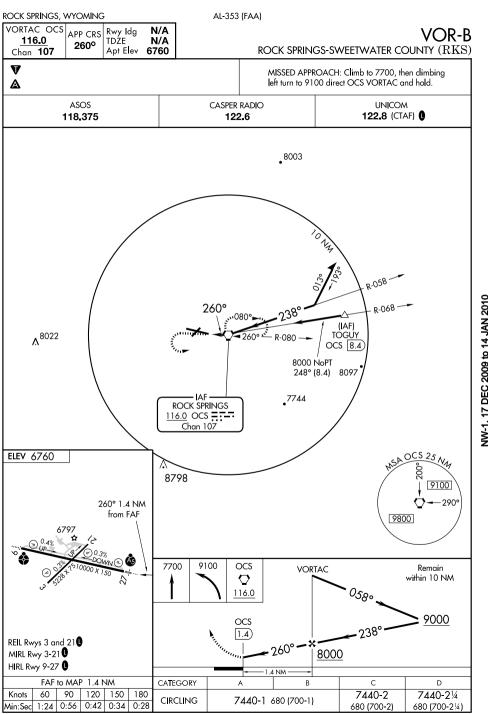


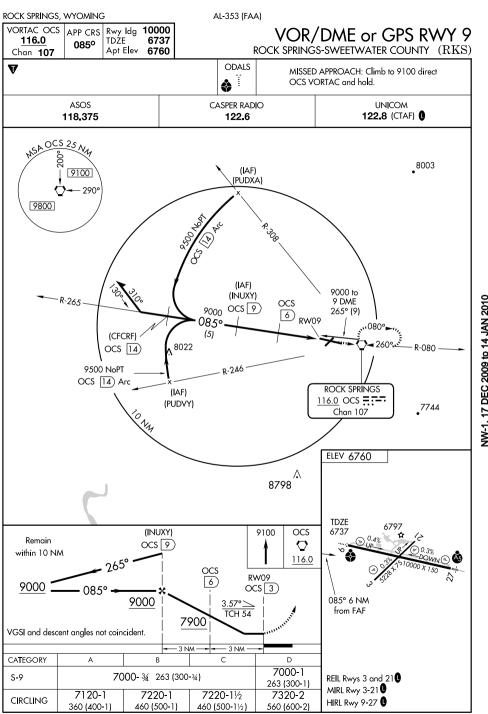


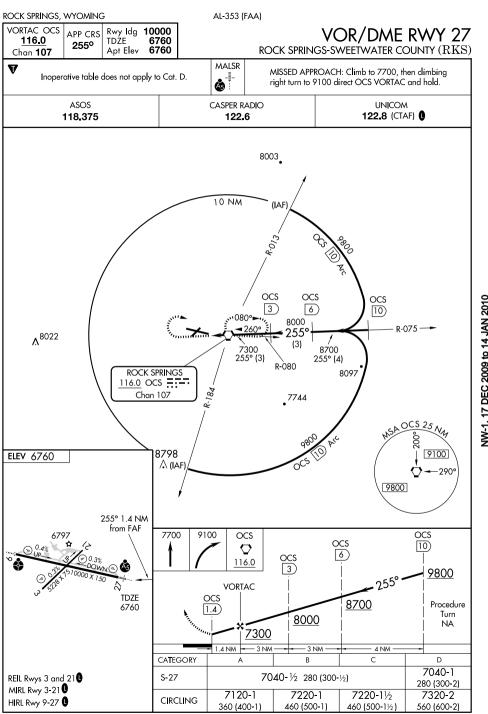


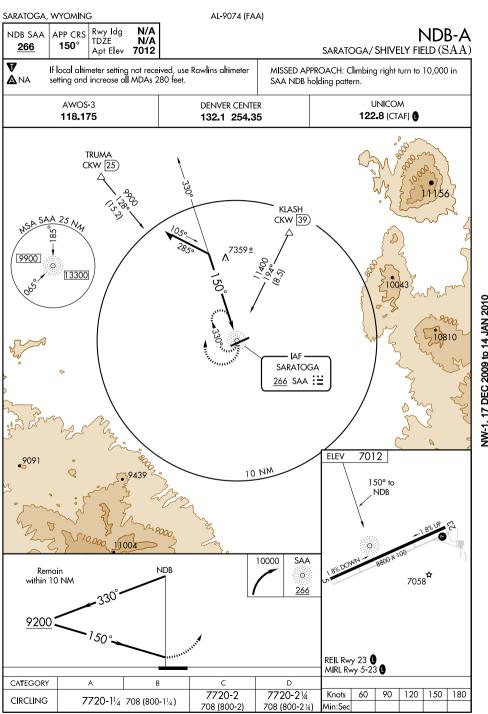


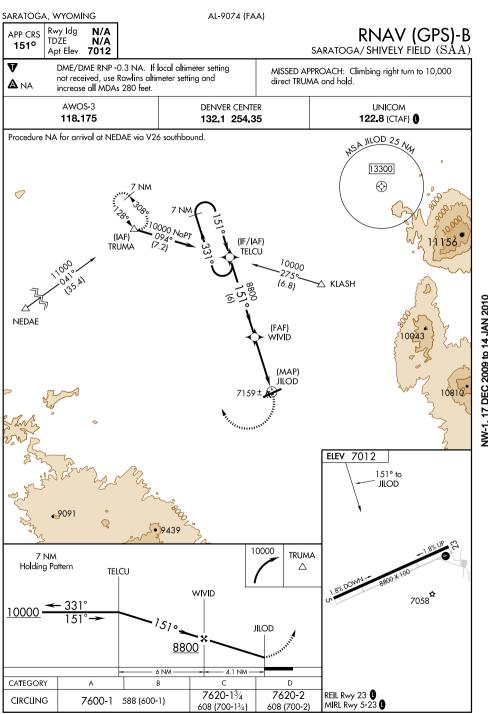


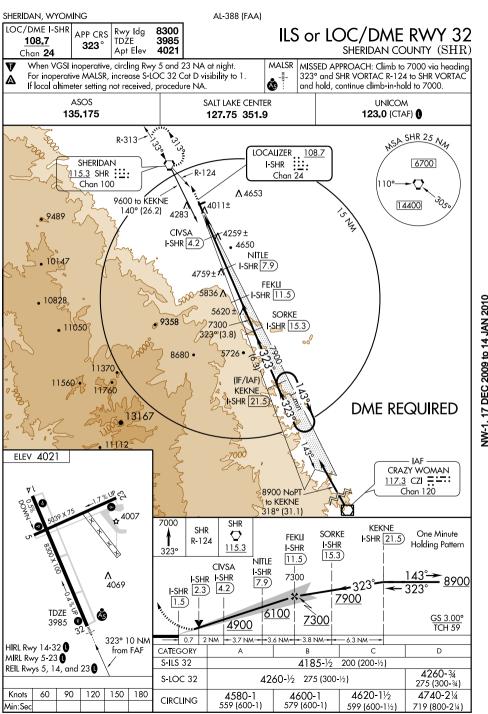


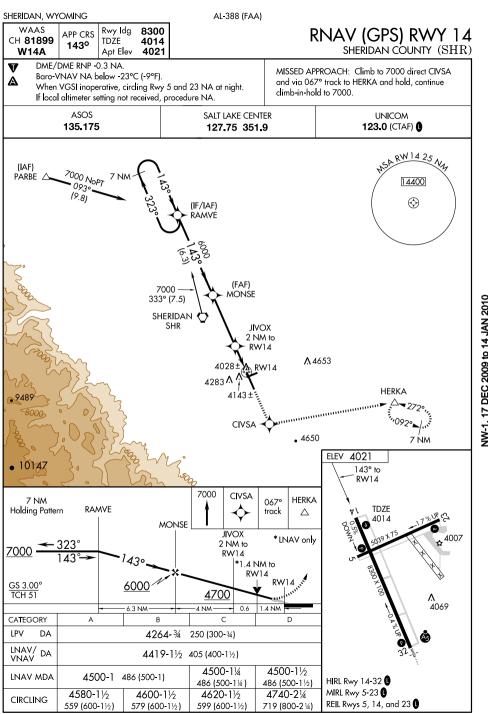












NW-1, 17 DEC 2009 to 14, IAN 2010

1280 5700 HIRL Rwy 14-32 1 3.1 NM -1.9 NM-MIRL Rwy 5-23 1 CATEGORY D REIL Rwys 5, 14, and 23 (4680-134 4680-2 S-14 4680-1 666 (700-1) 666 (700-1%) 666 (700-2) FAF to MAP 5 NM 180 4680-134 4740-21/4 Knots 60 90 120 150 CIRCLING 4680-1 659 (700-1) 659 (700-1%) 719 (800-21/4) Min:Sec 5:00 3:20 2:30 2:00 1:40

